ADVERTISE!

The Best Medium for Advertising in the Colony is

THE 'CHINA MAIL.'

THE POPULAR and LEADING PAPER.

The China Mail.

ESTABLISHED 1845.

GOLD MEDALS, PARIS 1878 | 1889.

JOSEPH GILLOTT'S PENS.

Of Highest Quality, & Having Greatest Durability, are Therefore CHEAPEST.

The 1st Award, Chicago, 1893.

NUMBERS FOR USE BY BANKERS.

Barrel Pens, 323 226, 262.

Slip Pens, 332, 909, 337 166, 401, 7,000

In Fine, Medium, and Broad points.

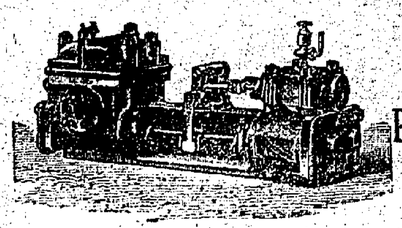
The New Turned-up Point 1662 Etc

No. 11,422. 號四十月十年九十九百八千一英 HONGKONG, SATURDAY, OCTOBER 14, 1899. 日十初月九年亥己 PRICE, $2.50 per Month.

Business Notices.

W. S. BAILEY & Co.,

17, *PRAYA CENTRAL.*



Pumps, Packings, Engine & Boiler Mountings,

Ship & Engine-Room Requisites.

W. S. BAILEY TELEGRAMS: 'CONTRACT.' E. O. MURPHY, Wh. Sc.; A. I. MECH. E.

BAILEY & MURPHY,

Consulting and Superintending Engineers, Contractors and Surveyors.

Supervision, Surveys, Reports, Estimates and Plans of all Classes of Steamers and Machinery.

HONGKONG CLUB.

STEWARD WANTED.

APPLICATIONS in writing for the position of STEWARD to the HONGKONG CLUB will be received by the Undersigned.

By Order,

C. H. GRACE, *Secretary.*

Hongkong, 30th Sept., 1899. 2179

NOTICE.

WE have This Day REMOVED to No. 3, QUEEN'S ROAD. OFFICES previously occupied by The East Asiatic Trading Company.

HOTZ, s'JACOB & Co.

Hongkong, October 9, 1899. 2236

NOTICE.

THE OFFICES of the Undersigned have been REMOVED This Day to No. 1, DUDDELL STREET, opposite 'Lammert's Auction Room.'

WM. DANBY.

Hongkong, October 9, 1899. 2237

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of $18 per SHARE for the year 1898, EQUIVALENT to 36% on the PAID-UP CAPITAL of $50 per SHARE, has been Declared.

WARRANTS will be issued on the 13th October.

By Order of the Board,

DOUGLAS JONES, *Secretary,*

Hongkong, October 12, 1899. 2259

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the CLUB will be held at the CLUB HOUSE, on THURSDAY, the 19th Instant, 1899, at 5 p.m., for the purpose of confirming or otherwise the Resolution passed at the Extraordinary General Meeting held on the 3rd Instant.

By Order,

C. H. GRACE, *Secretary.*

Hongkong, October 4, 1899. 2202

NOTICE.

MRS. STOCKHAUSEN begs to inform the LADIES of HONGKONG, and COAST PORTS, that she has now received her STOCK of AUTUMN GOODS, Comprising DRESS MATERIALS, MANTLES, JACKETS, MILLINERY, GLOVES, Etc.

Hongkong, October 13, 1899. 2265

TEBRAU PLANTING COMPANY, LIMITED.

IN Accordance with ARTICLE No VIII., PARAGRAPH 3, of the ARTICLES of ASSOCIATION of the COMPANY, INTEREST at the Rate of $10 Per Cent. per Annum is being CHARGED on ALL UNPAID CALLS.

JOHN D. HUMPHREYS & SON, *General Managers.*

Hongkong, Sept 27, 1899. 2150

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

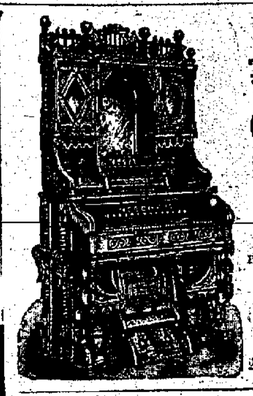
A Regular MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 16th Instant, at 8.30 for 9.00 p.m. precisely. VISITING BRETHREN are cordially INVITED to attend.

Hongkong, October 9, 1899. 2234

JAPANESE FINE ART CURIOS.

KUHN & KOMOR,

21 & 23, Queen's Road, Hongkong; 35, Water Street, Yokohama; and 39, Division Street, Kobe.



AMERICAN ORGANS. - -

Lane, Crawford, & Co. have on View a few Select Models of the Celebrated

PRICES FROM $200 UP. NEEDHAM ORGANS

BABY ORGANS, $30. $40, $60, and $120.

2241 MONTHLY PAYMENTS ACCEPTED.

FURTHER IMPROVEMENTS IN THE HONGKONG HOTEL.

NEWLY FURNISHED ROOMS on FIRST FLOOR, OLD BUILDING.

EVERY COMFORT AND CONVENIENCE PROVIDED FOR GUESTS. 2193

MANILA CIGARS.

ALHAMBRA - - FACTORY

HARVEY'S ROYAL TAWNY PORT.

THE DUC DE MONTEBELLO CHAMPAGNE

Hongkong Agent: W. HUTTON POTTS. Office: DAIRY FARM BUILDING, *Below Glenealy.*

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
YOKOHAMA, Via N'KI & KOBE.	*Rosetta*	C. C. TALBOT, R.N.R.	3 p.m., 15th Oct.
Y'MA, Via N'KI, & KOBE, Via S'HAI.	*Malacca*	E. G. ANDREWS.	About 21st Oct.
LONDON	*Java*	G. W. GORDON, R.N.R.	About 2nd Nov.

* See Special Advertisement.

For Freight or passage, and further Particulars, apply to

H. A. RITCHIE, *Superintendent.*

P. & O. S. N. Co.'s Office,

Hongkong, October 13, 1899. 2075

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above-named Company held at the Office of the said Company, No. 9, Praya Central, Victoria, Hongkong, on the 2nd day of October, 1899, it was resolved that the following Ordinary Shares of the said Company the distinguishing Numbers of which are hereunder written be and they were duly FORFEITED in accordance with Articles Nos. 26 and 27 of the Articles of Association of the said Company.

Notice of the liability to FORFEITURE of these SHARES appeared in the *Hongkong Daily Press* of the 17th day of August, 1899.

NUMBERS OF FORFEITED SHARES	
57477/57501	55891/55940
11991/11995	34369/34391
59166/59190	36213/36224
16240/16269	42141/42165
22562/22573	45611/45635
59466/59515	47301/47310

W. H. GASKELL, *Acting Secretary.*

Hongkong, October 5, 1899. 2219

ANHEUSER-BUSCH BREWING ASSOCIATION

Lager Beer.

FOR SALE BY

W. G. HUMPHREYS & Co., *Sole Agents.*

Hongkong, Oct. 10, 1899. 2246

HONGKONG JOCKEY CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING of MEMBERS of the above CLUB will be held in the CITY HALL, on SATURDAY, the 21st October, at 3.30 P.M.

By Order,

T. P. HOUGH, *Clerk of the Course.*

Hongkong, October 7, 1899. 2225

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,

HONGKONG HOTEL—*PRAYA.*



BELL'S ASBESTOS PACKINGS ARE THE BEST.

BELL'S BOILER COMPOSITION IS THE BEST.

BELL'S ENGINE OIL

IS THE BEST AND CHEAPEST IN THE MARKET.

KINGHORN & MACDONALD, *MANAGERS.*

1789

'TRIUMPH' BICYCLES.

We have just received a small consignment of these FIRST CLASS ENGLISH MACHINES and having made SPECIAL TERMS with the Manufacturers are enabled to offer them at considerable reduction in prices from those of 1899.

PRICES.

'IMPERIAL'	25" Frame, 1899 patt: Welch Dunlop Tropical Tyres, Double Rubber Brake, Carters Gear Case, Steering Lock, Westwood double hollow Rims, &c., &c. Finest Black Enamel, and parts heavily plated			$225.00
'ROYAL'	25" Frame,	Ditto.	Ditto.	$190.00
'ROYAL'	23" Frame,	Ditto.	Ditto., but without Gear Case,	$175.00

2216 LANE, CRAWFORD & CO.

WILKINSON, HEYWOOD & CLARK, LTD.,

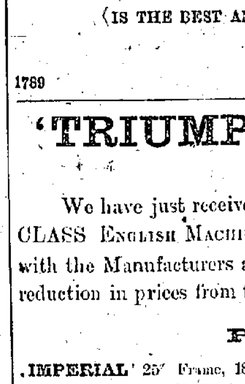
(PROPRIETORS OF DAVID STORER & SONS),

LONDON—LIVERPOOL—PARIS,

AND

PRAYA CENTRAL, HONGKONG.

MAKERS OF PAINTS, VARNISHES AND COLORS



BELL BRAND

PAINTS

OF ALL COLORS,

WHITE LEAD,

WHITE ZINC,

RED LEAD,

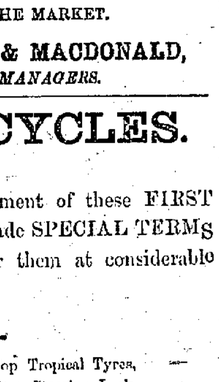
TURPENTINE,

COPAL VARNISH

AND

PALE BOILED

LINSEED OIL



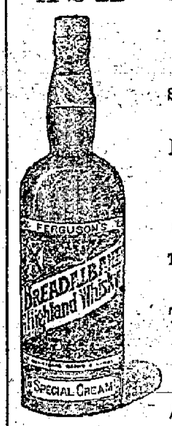
It is impossible to procure in Hongkong A WHITE ZINC PAINT which is Superior to

BELL BRAND.

SPECIAL GENUINE GROUND WHITE ZINC.

(All Kegs Bear a Green St. Andrew's Cross.) 516

ASK FOR FERGUSON'S



P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland; devoid absolutely of all deleterious matter.

THE CRÈME DE LA CREME OF WHISKIES.

—PURE AND MILD.



Sole Importers,

F. BLACKHEAD & Co.

747

D. C. L.

OLD TOM

AND

DRY GIN.

SOLE AGENTS:

H. PRICE & Co.,

2197 12, *QUEEN'S ROAD.*

PEAK HOTEL AND CRAIGIEBURN.

THE PEAK HOTEL is Situated at VICTORIA GAP, adjoining the TRAMWAY STATION, 1350 feet above Sea Level.

CRAIGIEBURN is Situated at PLUNKETT'S GAP, five minutes' walk from the PEAK HOTEL.

Fine Healthy Location—Variety of Beautiful Scenery, Cool Southerly Breeze in Summer, with perfect protection against the North East Winds in Winter.

Well appointed Rooms, attentive Service and excellent Cuisine.

City Office: 3, DUDDELL STREET. GEO. J. CASSANOVA, *Manager.*

Business Notices.

Over SIXTY YEARS WORLD-WIDE REPUTATION. FOR QUALITY! PURITY! EXCELLENCE!

Pronounced by the HIGHEST MEDICAL AUTHORITIES the most

WONDERFUL PURIFIER OF THE HUMAN BLOOD.



WILKINSON'S SARSAPARILLA

The most Reliable Remedy for TORPID LIVER, DEBILITY, WEAK & LANGUID FEELINGS.

The Most Reliable Remedy for RHEUMATISM, Eruptions, and the BEST PREVENTIVE of ILLNESS.

EVIDENCE OF SUPERIORITY.

"We cannot speak too highly of it."—LANCET.

"We recommend your SARSAPARILLA."—MEDICAL REVIEW.

"The only preparation for removing what may be called the sequelæ of a mercurial course."—SIR R. MARTIN.

"I am never without it, for when feeling depressed or out of sorts from anxiety or fatigue, a dose or two submates me."—The late LORD CLYDE.

"Your essence of RED JAMAICA SARSAPARILLA cured me of a Torpid Liver when all other medicines had failed."—EARL OF ARDROSSAN.

BEWARE OF IMITATIONS AND REFUSE ALL SUBSTITUTES.

Sold by all Chemists and Storekeepers.

WILKINSON'S SARSAPARILLA CLEANSES THE BLOOD OF ALL DANGEROUS HUMOURS.

E16 HONGKONG: DAKIN, CRUICKSHANK & Co., A. S. WATSON & Co., &c.

SERRAVALLO'S TONIC

(BARK AND IRON WINE)

Is absolutely the



best in existence

Strengthens the stomach, braces the vital system, excites the appetite.

AN IDEAL TONIC.

WATKINS, LIMITED,

2002 *SOLE AGENTS FOR CHINA.*

GREEN ISLAND CEMENT CO., LIMITED.

FIRE-CLAY WORKS, DEEP WATER BAY, HONGKONG.

CEMENT FACTORY, GREEN ISLAND, MACAO.

PORTLAND CEMENT,

GLAZED STONEWARE DRAIN PIPES AND FITTINGS, GLAZED PAVING, BRICKS AND TILES, FIRE BRICKS AND FIRE CLAY,

&c., &c.

For Prices and further particulars, apply to

1192 SHEWAN, TOMES & Co., *General Managers.*

"CLAYMORE."

FINE

OLD SCOTCH WHISKY.

Sole Agents:—THE VICTORIA DISPENSARY,

1763 HONGKONG.

COTTAM & Co.,

FOR

AMERICAN BOOTS AND SHOES, OVERLAND TRUNKS, AND CHRISTY'S AND TOWNEND'S HATS.

1675

THE PHARMACY,

10 Queen's Road Central (Formerly occupied by Levy Hermanos.)

THIS Business has been under entirely New Management since August 1st. All Prescriptions dispensed by a qualified Chemist. Special attention paid to French and all other Foreign formulæ.

ENGLISH AND FOREIGN PATENT MEDICINE.

Homœopathic Medicines.

Medicine Chests Refitted.

Wines and Spirits.

Manila Cigars *(Direct from Makers).*

1882 *Manager,* RICHARD FLINT.



Telephone 75.

15, QUEEN'S ROAD.

FROM 'IRISH DAILY INDEPENDENT.'—February 24th, 1898

'There is to be a new Irish invasion of the House of Commons. So many people have of late demanded Sir John Power and Co.'s Irish Whiskey, that the Kitchen Committee, have, I am given to understand, made up their minds that the sale of Spirituous Liquors in the Palace of Westminster (unlicensed) is to be increased by the illegal supply of popular measures of that well-known Dublin brand. The agitation for the inclusion of Power's Whiskey in the lists of Liquors supplied at the House Bars was, I may mention, started so far back as the beginning of last session. It was purely a matter of taste not of trade, and up to the present date Sir John Power & Co. were in blank ignorance of the whole affair.'

CALDBECK, MACGREGOR & Co., *Sole Agents.*

W. POWELL & Co.

THE VERY LATEST EX. S. S. *SHANGHAI,*

AN UNPRECEDENTED SHOW OF FASHIONABLE WINTER GOODS NOW ON VIEW

W. POWELL & Co.,

2041 *Immediately opposite Post Office, 1st Floor.*

Intimations.



FOR GOLF RASH

Heat Rash or any itching, irritation, inflammation, or chafing, produced by exercise or heat, for undue or offensive perspiration, and for many sanative uses, a bath with

CUTICURA SOAP

the most effective skin purifying soap in the world, as well as purest and sweetest for toilet, bath, and nursery, when followed by gentle anointings with CUTICURA, the great skin cure and purest of emollients, is most cleansing, cooling, purifying, and refreshing.

SAVE YOUR HAIR Warm shampoos with CUTICURA SOAP, followed by light dressings with CUTICURA, purest of emollients, will clear the scalp and hair of crusts, scales, and dandruff, soothe irritated and itching surfaces, stimulate the hair follicles, and produce luxuriant, lustrous hair, with clean, wholesome scalp, when all else fails.

SAVE YOUR HANDS Bathe and soak the hands, on retiring, in a strong, hot, creamy lather of CUTICURA SOAP. Dry thoroughly, and anoint freely with CUTICURA, greatest of emollient skin cures. Wear during the night, old, loose, kid gloves. For sore hands, itching palms, and shapeless nails, this treatment is simply wonderful.

Sold throughout the world. British depot: F. NEWBERY & SONS, Lond n. French depot: L. MIDY, Paris. Australian depot: H. TOWNS & Co., Sydney. POTTER DRUG AND CHEM. Co., Sole Props., Boston, U. S. A.

Dr. J. Collis Browne's CHLORODYNE

COUGHS, COLDS, ASTHMA, BRONCHITIS.

IS THE GREAT SPECIFIC FOR DIARRHŒA, DYSENTERY, CHOLERA

DR. J. COLLIS BROWNE'S CHLORODYNE.—Dr. J. COLLIS BROWNE (late Army Medical Staff) DISCOVERED a REMEDY, to denote which he coined the word CHLORODYNE. Dr. Browne is the SOLE INVENTOR, and as the composition of Chlorodyne cannot possibly be discovered by Analysis (organic substances defying elimination), and since the formula has never been published, it is evident that any statement to the effect that a compound is identical with Dr. Browne's Chlorodyne *must be false*.

This caution is necessary, as many persons deceive purchasers by false representations.

GENERAL BOARD of HEALTH, London, REPORT that it ACTS as a CHARM, one dose generally being sufficient.

Dr. GIBBON, Army Medical Staff, Calcutta, states: "TWO DOSES COMPLETELY CURED ME OF DIARRHŒA."

DR. J. COLLIS BROWNE'S CHLORODYNE.—Vice-Chancellor Sir W. PAGE WOOD stated publicly in Court that Dr. J. COLLIS BROWNE was undoubtedly the INVENTOR of CHLORODYNE, that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE Is the TRUE PALLIATIVE in NEURALGIA, GOUT, CANCER, TOOTHACHE, RHEUMATISM.

DR. J. COLLIS BROWNE'S CHLORODYNE is a liquid medicine, which assuages PAIN of EVERY KIND, affords a calm, refreshing sleep, WITHOUT HEADACHE, and invigorates the nervous system when exhausted.

DR. J. COLLIS BROWNE'S CHLORODYNE Rapidly cuts short all attacks of

EPILEPSY, SPASMS, COLIC, PALPITATION, HYSTERIA.

IMPORTANT CAUTION.—The IMMENSE SALE of this REMEDY has given rise to many UNSCRUPULOUS IMITATIONS. Be careful to observe Trade Mark. Of all Chemists. 1s 1½d., 2s. 9d. & 4s. 6d. SOLE MANUFACTURER—

J. T. Davenport, 33, Great Russell Street, London, W.C. E9

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND. E25

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS,

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE

HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE ASSORTMENT OF SPECTACLES.

PINCE-NEZ AND EYE PRESERVES.

G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS AND BOOKS.

JUST ARRIVED: EASTMAN'S CAMERAS AND ACCESSORIES.

64, *QUEEN'S ROAD*

27

Milkmaid BRAND Milk



Full Cream.

Largest Sale in the World.

E3

Intimations.

'THE OCEANIA.'

LITHOGRAPH, PRINTING, AND BOOK-BINDING ESTABLISHMENT.

Worked under skilful management and supervision and with modern appliances, is prepared to execute work of every description in LITHOGRAPHY, PRINTING, and BOOK-BINDING with promptitude, careful attention, and at moderate terms.

Apply to 'THE OCEANIA' OFFICE, *No. 13 and 14, Benzongi bl Arcade, Queen's Road Central, Hongkong.*

Hongkong, September 15, 1899. 2066

Mitsui Bussan Kaisha,

No. 6, Ice House Street, Praya Central.

HEAD OFFICE:—TOKIO.
BRANCH OFFICES:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

AGENCIES:—
MIIKE COAL MINES.
KANADA COAL MINES.
HOROKU COAL MINES.
YOSHINOTANI COAL MINES.
OHNOURA COAL MINES.
No. 1, OHTAGUI COAL MINES.
ICHAMURA COAL MINES.
KISHIMA COAL MINES.
YOSHIO COAL MINES.
YAMANO COAL MINES.
MANOURA COAL MINES.
THE OSAKA SHOSEN KAISHA, LTD.
TOKIO MARINE INSURANCE CO., LTD.
MEIJI FIRE INSURANCE CO., LTD.
KANEGAFUCHI COTTON SPINNING MILLS.
SHANGHAI COTTON SPINNING MILLS.
TOKIO COTTON SPINNING MILLS.
MIIKE COTTON SPINNING MILLS, LTD.
IMPERIAL GOVERNMENT PAPER MILLS.
ONODA CEMENT COMPANY.

MITSUI BUSSAN KAISHA,
K. HASEGAWA,
Manager.

Hongkong, August 18, 1899. 1865

JADESTONES & CURIOS FOR SALE.

SUN SHING,

EXPORTERS OF CHINA GOODS FOR OVER 60 YEARS,

AGENTS FOR KWONG MAN CHONG, OF PEKING IN

ANCIENT CURIOS, PEARLS, JADESTONE AND CRYSTAL WARE, &c.

GENUINE ARTICLES—MODERATE PRICES.

Inspection Invited.

1240 *No. 90, Queen's Road Central.*

BREAD.

CLEANLY-BAKED BREAD SHOULD BE KEPT CLEAN.

H. RUTTONJEE has the honour to announce that he has made arrangements to supply Peak residents with Bread in tins (the tins to be exchanged each day), so that from the time it leaves the bakery till it reaches the consumer it will be free from contact with the hands or clothes or other means of defilement.

Mr. Ruttonjee will be glad to send samples of his Bread free to intending customers.

13 and 15, D'Aguilar Street, Hongkong, and 21 and 22, Elgin Road, Kowloon.

Hongkong, September 30, 1899. 2168

KANG ON,

CONTRACTOR,

30, D'AGUILAR STREET, HONGKONG,

CONTRACTS for Local and Coast Port Buildings of all descriptions, Supplying TIMBER, BRICKS, GRANITE, and all BUILDING MATERIALS at very MODERATE PRICES, and undertakes the engagement of CARPENTERS, SMITHS and MASONS.

Hongkong, August 12, 1899. 1822

A WONDERFUL MEDICINE

BEECHAM'S PILLS

Scientifically adapted to be

Worth a Guinea a Box.

FOR BILIOUS AND NERVOUS DISORDERS,

Sick Headache, Loss of Appetite, Scurvy and Blotches on the Skin, Disturbed Sleep, &c.

For females of all ages they are invaluable.

The 1/1½d. boxes contain 56 Pills. Price, 50 Cents a Box.

Prepared only by the Proprietor, THOMAS BEECHAM, St. Helen's, England.

Sole Agents for Hongkong and China:—WATKINS & Co., 66, Queen's Road.

A TERRIBLE COUGH.
A TERRIBLE COUGH.
A TERRIBLE COUGH.

'91, Changai'ai Road, Peckham, July 12.

'Dear Sir,—I am a poor hand at expressing my feelings, but I should like to thank you. Your lozenges have done wonders in relieving my terrible cough. Since I had the operation of "Tracheotomy" (the same as the late Emperor of Germany, and unlike him, thank God, I am still alive) performed at St. Bartholomew's Hospital, no one could possibly have had a more violent cough; it was so bad at times that it quite exhausted me. The mucous, which was very copious and hard, has been softened, and I have been able to get rid of it without difficulty.—I am, sir, yours truly, J. HILL.'

To

A DOCTOR'S TESTIMONY.
A DOCTOR'S TESTIMONY.
A DOCTOR'S TESTIMONY.

'South Park, Cardiff, South Wales, Sept. 28, 1893.

'I have indeed great pleasure in adding my testimony to your excellent preparation of Cough Lozenges, and I have prescribed it now for the last eight years in my hospitals and private practice, and found it of great benefit. I often suffer from Chronic Bronchitis; your Lozenge is the only remedy which gives me immediate ease. Therefore I certainly and most strongly recommend your Lozenges to the public who may suffer from Catarrh, Bronchitis, Winter Cough, or any kind of Pulmonary Irritation.—Yours truly,

'A. GABRIEL, M.D., L.R.C.P. and L.M. Edinburgh. L.R.C.S. and L.M. Edinburgh.

USE KEATING'S LOZENGES.
USE KEATING'S LOZENGES.
USE KEATING'S LOZENGES.

'IT IS NEARLY 80 YEARS AGO' since KEATING'S COUGH LOZENGES were first made, and the sale is larger than ever, because they are unrivalled in the relief and cure of Winter Cough, Asthma, and Bronchitis; one alone gives relief.

UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.

Keating's Cough Lozenges, the unrivalled remedy for COUGHS, HOARSENESS, and THROAT TROUBLES, are sold in Bottles by all Chemists. E4

Intimations.

FUJIYAMA & Co.

DEALERS in all Kinds of JAPANESE CURIOS, and THINGS JAPANESE.

AT MODERATE PRICES.

No. 9, D'Aguilar Street.

Head Office, No. 82, Sannomiyncho, 1-Chome, Kobe, Japan.

Hongkong, January 9, 1899. 82

OLD TAYLOR.

A RICH AND RARE LIQUEUR SCOTCH WHISKY.

Fifteen Years Old.—Matured in Sherry Wood.

UNIQUE UNEXCELLED.

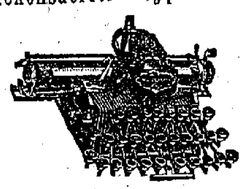
PURE AS HIGHLAND AIR.

From JOHN TAYLOR & Co., LTD., GLASGOW.

Agent for Hongkong and Outports, W. HUTTON POTTS,

Hongkong, September 19, 1899. 2002

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Hongkong, May 1, 1899. 1076

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WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.

CHINA MAIL Office.

Auctions.

GOVERNMENT NOTIFICATION.

No. 533.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 16th day of October, 1899, at 3 p.m., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 30th September, 1899. 2235

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 16th day of October, 1899, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor to Her Majesty the QUEEN, for one further term of 75 years.

Particulars of the Lot.

No. of Sale.	Register No.	Locality	Boundary Measurements. N.	E.	S.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1 68.	Above Pokfulam Cantonment.	316	188 1.4	1?5	17-	59,1	1 8	9,450

PARTICULARS OF THE VERY VALUABLE CROWN LEASEHOLD PROPERTY,

Situate in Victoria, Central, Hongkong, with Splendid Frontages on PEEL STREET, WELLINGTON STREET and STAVELEY STREET,

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All those the very VALUABLE MESSUAGES and PREMISES known as Nos. 1, 3, 5 and 7 Peel Street, situate on the Remaining Portion of Inland Lot No. 164. The Lot is held direct from the Crown for the Residue of the Term of 75 years and for the further term of 924 years granted thereinsubject to the payment of the rents and to the performance of the covenants in the Crown Lease and Extension reserved and contained.

For further particulars and conditions of sale, apply to

Messrs. WILKINSON & GRIST, *Solicitors;* and of Messrs. HUGHES & HOUGH, *Auctioneers.* 2195

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has been instructed to Sell by PUBLIC AUCTION, ON THURSDAY,

the 19th day of October, 1899, at his OFFICES, DUDDELL STREET,—

THE FOLLOWING VERY VALUABLE PROPERTY, IN FIVE LOTS.

LOT 1.—ALL THAT PIECE OF LAND Registered in the Land Office as INLAND LOT No. 297. This Property Contains an Area of 3192 square feet and is held for the residue of a term of 999 years from the 25th of June, 1850, and is Subject to an Annual Crown Rent of $35.16.

LOT 2.—ALL THAT PIECE OF LAND Registered in the Land Office as INLAND LOT No. 511. This Property Contains an Area of 2795 square feet and is held for the residue of a term of 999 years from the 21st of July, 1856, and is Subject to an Annual Crown Rent of $42.

LOT 3.—ALL THAT PIECE OF LAND Registered in the Land Office as the REMAINING PORTION OF INLAND LOT No. 629. This Property Contains an area of 3150 square feet and is held for the residue of a term of 999 years from the 26th of December, 1860, and is Subject to an Annual Crown Rent of $41.04.

LOT 4.—ALL THAT PIECE OF LAND Registered in the Land Office as SECTION A. of INLAND LOT No. 309. This Property Contains an Area of 3325 square feet and is held for the residue of a term of 75 years from the 5th of May, 1847, and is Subject to an Annual Proportion of Crown Rent of $41.04.

LOT 5.—ALL THOSE PIECES OF LAND Registered in the Land Office as SECTIONS J and L. of MARINE LOT No. 4. The above Section Contains Areas of 561 square feet and 553 square feet respectively and are held for the residue of a term of 999 years from the 21st of December, 1863, and are respectively Subject to Annual Proportions of Crown Rent of $6.26 and $6.16.

For further Particulars and Conditions of Sale, apply to

THE AUCTIONEER, or to Messrs. DEACON & HASTINGS, *Vendor's Solicitors.* 2158

'THE BACK DOOR.'

THE Series of Articles entitled 'THE BACK DOOR,' which appeared in the *China Mail*, have been reprinted, and may be obtained in Pamphlet Form.

PRICE ... ... $1.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessel, during their stay in Hongkong Harbour:—

HUTTON HALL, British ship, Captain Thurber.—Chas. E. Richardson & Co.

MANUEL LLOGUNO, American ship, Capt. C. V. Small.—Siemssen & Co.

MAY FLINT, American ship Captain Banfield.—Standard Oil Co.

RINK CHRONICLES.

MARY AND HER YOUNG MAN GO FORTH TO LEARN THE ART OF RINKULATING.

I.—And it came to pass there came a day when the young man with the leadpencil legs and high-water pants bethought himself of the skating rink.

II.—So he went out and when he came nigh unto his girl he spoke unto her, saying, 'Come, Mary, let us gird ourselves up and go hence to the Rink for behold I have been diligent in thy absence, and have outtozzled two coupons.' So they went, one with the other, for they loved each other with love the greatness of which was like unto death.

III.—And when the youth and maiden were come unto the Rink, they saw divers other young men and maidens waltzing hither and thither, and standing upon their necks, and spreading themselves upon the floor to the four corners of the place.

IV.—And Mary was pleased thereat, for she saw the other maidens sticking to their escorts closer than boiler rivets.

And she longed for some of the same agony.

VI.—So she prevailed upon her lover to go and do likewise. And he went with a light heart for he loved the sport, because he had been there before and knew the whichness thereof.

VII.—And after a little while he returned and took Mary's feet, and fastened the skates thereon. And in like manner did he unto his own feet. Then they smiled one upon the other and went upon their wobbly way.

VIII.—And it came to pass when they had got out where the eyes of the multitude were upon them, Mary forgot herself and looked back. Now this was a grievous thing to do, for it was written on the wall: 'Thou shalt not look back when thou skatest lest thy feet forsake thee and thou treadest upon thine ear.

IX.—But Mary was full of joy and chocolate caramels, and remembered not these things.

X.—So when she looked back her feet flew from under her, and went up into the atmosphere and cut a star therein, and descended with a great crash, and Mary sat down on the floor with a dull thud. But her fall was exceedingly hard; yea great was the muchness thereof.

XI.—So likewise had her lover upset himself, but he hurt himself not, for he had been like the seven wise skaters who had put cork soles in the basement of their trousers.

XII.—But in an evil moment he lifted up his voice and laughed.

XIII.—Then was Mary wroth, and she grew red in the countenance, saying,

'Thou leadst me into slippery paths, and when the floor riseth up and striketh me; thou coineth not to my aid; yea, verily, thou gurglest at my misfortune. Henceforth we will remain together a little closer off.'

XIV.—And from that they unto this she passeth him by on the other side of the street.

THE £ S. D. OF YACHT-RACING.

Few branches of sport yield less in comparison with the sums lavished on them than yachting, which of necessity is a monopoly of men with well-lined purses. The initial cost of a yacht may range from £100 to £100,000, and the annual outlay from £100 to £10,000.

The man who buys a 50-ton yacht for pleasure purposes alone, and without any of the added cost of racing, must expect her to cost him £500 a year. For a 100-ton yacht he will have to disburse from £700 to £1,000 a year, without counting depreciation or the interest on the £2,000 or £3,000 he has sunk in her purchase.

When a man aspires to the luxury of a steam yacht of hundreds of tons he ought to have the deep purse of a millionaire, for he may well spend on his hobby the annual income of a Cabinet Minister of the first rank; while the interest alone on the money his floating palace represents would pay the annual stipend of a bishop.

These estimates, based on the evidence of an expert, are for pleasure yachts only, as distinguished from racing yachts; for the owner of a racer must expect to add materially both to original outlay and yearly expenditure.

To race a yacht like the *Britannia*, the *Meteor*, or the *Rainbow* for a single season cannot cost less than £3,000, apart from accidents and depreciation; while if we consider the short racing life of one of these 'greyhounds,' and distribute her original cost over the few years of her life, the annual price paid for the brief luxury of owning her must be increased by many thousands a year.

Certainly it is safe to say that no man should think of owning a racing yacht of this class who is not prepared to spend £5,000 to £6,000 a year for the indulgence.

Even the gift of a £100 prize is largely removed by the extra expenses of racing and winning. It is usual for the owner of a winning yacht to pay her crew £1 each, in addition to their wages. On a boat like the *Britannia* this liberality would entail an extra cost of nearly £40 for the day. To this item in the balance-sheet must be added a £5 or £10 gratuity for the skipper, and a smaller fee for the pilot, together with another £5 note for provisions and beverages. Thus, against the prize of £100 must be set an additional charge for the day of between £50 and £60.

If the yacht, instead of winning, loses, a sum of about half this amount must be spent on the race, and added to the moral cost of maintenance. It is thus clear that even a boat as successful as the *Meteor* has been this season can reduce her expenses very inappreciably by the prizes she wins, and, as a general rule, they are a negligible factor in the annual balance-sheet.

It is estimated that the cost of building and racing the *Shamrock* and *Columbia* for this season alone cannot be much less than £ 00,000.

The thirty nine sailors on the *Columbia* will receive £7 a month; so that for a season of five months their wages alone will absorb £1,365. Their food will bring this sum to at least £2,000; and to this total for wages and food must be added the skipper's salary of £800.

These items, although they amount to nearly £3,000, only represent a part of the season's expenses. At least once a week the yacht will have to be taken out of the water to have her bottom polished. The manganese bronze of which her hull is built accumulates sea-weed rapidly, and this and all other accretions must be cleared away at short intervals if her speed is not to suffer.

To say that the *Columbia* will cost her owner £5,000 for the season's racing is probably an under-estimate; while the cost of racing the *Shamrock* will be greater. If the *Shamrock* is successful in bringing back the Cup to England, the trophy will cost her generous owner no less than £25,000 in addition to all other normal expenditure; for this is the sum which will be required to pay every member of the winning crew the promised £1 a week for life.—*Tit-Bits.*

ROBINSON Piano Co.'s own manufacture; best for this climate and hard wear. Guaranteed.—Price, $360.

MASTERLY COUP OF THE SUGAR TRUST.

BELIEF THAT THE INDEPENDENT REFINERS WILL HAVE TO SURRENDER.

New York, September 6.—A deal whereby the wholesale grocers are to purchase refined sugars exclusively of the American Sugar Refining Company, otherwise the sugar trust, has practically been concluded. The following will be printed in the *Tribune* to-morrow:

The sugar trust has made a grand coup in the sugar trade. By its deal with the wholesale grocers it has absolutely cornered between 80 and 90 per cent of the consumptive demand. It has made it so great an object to the wholesale grocers to secure their supplies of it that they have no reason to buy from or treat with the independent refineries. In fact, the trust has made it practically impossible for the wholesalers to handle the product of independents.

The sugar trust has bargained with the National Association of Wholesale Grocers in order to have all the wholesale grocers in agreement with it. The wholesale grocers control the retail grocers, because wholesalers furnish the retailers with their stock of general goods and likewise because the retailers rely upon the wholesalers for the credit necessary to carrying on their business. In other words, the retailers could not afford to obtain their sugars from independent refineries' even were independent refineries to offer sugars to them at prices lower than they could procure the sugars from the wholesalers.

The position of the independent refiners is now a desperate one. The sugar trust has thrown overboard Mollenhauer and the national concerns with which it worked in harmony before the building of the Arbuckle and Doscher (New York Refining Company) refineries. They are in the same boat with Arbuckle and Doscher.

There is a proposition to join the independent concerns in one company, but that would not appreciably improve their situation. So long as they could not collectively turn out sugar enough for the entire consumptive demand, which the trust is able to do, they would not be able to offer to the wholesalers the same advantages as the trust. There would seem but one end to the matter—the trust apparently will take in the independent refineries on its own conditions. It may let Arbuckle Brothers retain their coffee business, and may, in addition, hand over its coffee business to Arbuckle Brothers. It went into the coffee business because the Arbuckles went into the sugar business. If the Arbuckles give up the sugar business; it is fair to presume—and, indeed, it is understood—that the sugar trust will be willing to give up the coffee business. The Arbuckles made millions in coffee before they had the competition of the sugar trust. They cannot have made any money in sugar.

MARK TWAIN'S SPEECH

COULD NOT TELL A LIE—HAD ON A MINISTER'S HAT.

A London despatch says:—Mark Twain's speech at the Independence Day banquet in London was the event of the evening. The veteran humorist was in capital form. In responding to the toast, 'The Day We Celebrate,' he said:

'I noticed in Ambassador Choate's speech that he said:

'You may be Americans or Englishmen, but you cannot be both at the same time.'

PERVERTED PRECEDENCE.

'You responded by applause.

'Consider the effect of a short residence here. I find the Ambassador rises first to speak to a toast, followed by a Senator, and I come third. What a subtle tribute that to monarchial influence of the country when you place rank above respectability!

'I was born modest, and if I had not been things like this would force it upon me. I understand it quite well. I am here to see that between them they do justice to the day we celebrate, and in case they do not I must do it myself.

'But I notice they have considered this day merely from one side—its sentimental, patriotic, poetic side. But it has another side. It has a commercial, a business side that needs reforming. It has a historical side.

TOO MUCH 'AN.'

'I do not say "an" historical side because I am speaking the American language. I do not see why our cousins should continue to say "an" hospital, "an" historical fact, "an" horse. It seems to me, the Congress of Women now in session should look to it. I think "an" is having a little to much to do with it. It comes of habit, which accounts for many things.

'Yesterday, for example, I was at a luncheon party. At the end of the party a great dignitary of the English Established Church went away half an hour before anybody else and carried off my hat. Now, that was an innocent act on his part. He went out first and, of course, had the choice of hats. As a rule I try to get out first myself.

'But I hold that it was an innocent, unconscious act, due, perhaps, to heredity. He was thinking about ecclesiastical matters and when a man is in that condition of mind he will take anybody's hat.

INFLUENCE OF A CLERGYMAN'S HAT.

'The result was that the whole afternoon I was under the influence of his clerical hat and could not tell a lie. Of course, he was hard at it.

'It is a compliment to both of us. His hat fitted me exactly; my hat fitted him exactly. So I judge I was born to rise to high dignity in the church somehow or other, but I do not know what he was born for.

'That is an illustration of the influence of habit, and it is perceptible here when they say "an" hospital, "an" European, "an" historical.

'The business aspect of the Fourth of July is not perfect as it stands. See what it costs us every year with loss of life, the crippling of thousands with its fireworks and the burning down of property. It is not only sacred to patriotism and universal freedom, but to the surgeon, the undertaker, the insurance offices—and they are working it for all it is worth.

SPEAKING AS A SOLDIER.

'I am pleased to see that we have a cessation of war for the time. This coming from me, a soldier, you will appreciate. I was a soldier in the Southern war for two weeks, and when gentlemen get up to speak of the great deeds our army and navy have recently done, why, it goes all through me and fires up the old war spirit.

'I had in my first engagement three horses shot under me dead, the next hit me in the back. Then I retired to meet an engagement.

'I thank you, gentlemen, for making even a slight reference to the war profession, in which I distinguished myself, short as my career was.'

THE Blood is the source from which our systems are built up, and from which we derive our mental as well as our physical capabilities. If the blood is diseased the half is diseased. Sufferers from Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of any kind are solicited to give Clarke's world-famed Blood Mixture a trial to test its value. Thousands of wonderful cures have been effected by it. Sold everywhere at 2s. 9d. per bottle. Beware of worthless imitations and substitutes. 145

MUSICAL NOTES.

In days of old, men turned their eyes, when in search of wise and sage exponents of mystic lore to the dim East; from that quarter emanated all learning, in the East were gathered together the wisest of all the wise men, the greatest of sages and teachers.

But alas, how has the glory departed! no longer do Orient lands lay claim to such fame; new lands, new nations in the west, these have supplanted the East as homes of the wise and learned. But now the time, long ago foretold by prophets hoary, when the Wise shall wend their steps to the East, seems to be at hand,—nay, the prophecy seems to be already fulfilled, for from the Far East, from the city of Nagasaki come tidings of a man learned in all the learning of the musicians, cunning in all their arts of vast understanding, and apt to instruct his disciples, so that of those who sit at his feet all shall likewise become great musicians, and that right speedily. Pleasant it is to peruse the epistle sent by this great man ter to all whom he would should follow him. Hear his opening words:—

'Herewith I announce that Lessons and Instruction are open from the 1st September, 1899, till the 1st of May, 1900. My Instruction in all those branches herein stated will be given after the very latest modern and the most practical methods, with the shortest, clearest easiest fingering, style and mode of playing, which have been collected from the most celebrated famous and most experienced artists, professors, teachers, masters and composers of all countries. Now is the chance and opportunity of those who desire to learn, study, and practice music from the beginning till they become great and thoroughly accomplished virtuosos and artistes. All unnecessary difficulties are excluded, time saved and energy gained. The wisest, shortest and most refined methods and latest improved System as taught in the Vienna, Petersburg, Leipsic, Berlin, London, American, and Parisian conservatoires.'

Thus shall the Far East reap the choicest fruits from the West.

But the professor goes on to explain the reason of his coming. 'I am compelled to publish and introduce this very important fact to the musical world, especially on this continent, as I have personally witnessed on many occasions a superficial, impracticable, and incorrect mode and style of playing, which is not satisfactory for our modern schools in this age of 1900. There is now a splendid opportunity for those who wish to study and learn thoroughly.'

The Professor, who subscribes himself 'Francis Lehadney, D. Ph.,' then proceeds to give a list of subjects which he is prepared to teach. He very properly begins with 'Rudiments of Music,' and then goes on to Harmony, Contra Point, Organ Point, Figuration, Transposition and Improvisation. But it is with a shock that one sees that immediately after all these subjects comes 'Writing and Copying Music,' but this descent from the clouds is only temporary, for back at once soars the professor to Composition, Momentous Composition and Improvisation (truly momentous, no doubt) and Preludium.

Separate paragraphs in this astonishing prospectus are devoted to—

'Instrumentation, after Hector Berlioz, Wagner, etc., Leadership and Direction, Partition from the smallest to the greatest Orchestra, with Chorus for Opera, Church, Theatre, etc.'

The Doctor must be a veritable Admirable Crichton, for he will instruct his pupils in 'History of Music, with *all Modern and Ancient Languages.*'

But he by no means confines himself to Theory. The pupil may learn—

'Singing (in grand Opera, Comic Opera, Concert Ballad and Church singing).

'Piano (Solo, Accompaniment and Orchestra playing—Liszt, Lahodnj, and the latest modern Masters and Composers—with improved fingering), and in addition almost every instrument of music that the wit or *diablerie* of man ever devised.'.

And all this may be learned from Francis Lehadney, D. Ph., 'in private house at his residence in Nagasaki.'

Finally, I must not omit to mention that the doctor attaches great importance to the tuning of instruments. 'Tuning,' he says, 'is the first and principal matter before teaching any instrument. A perfectly-tuned instrument refines and strengthens, sharpens and harmoniously cultivates the human ear. An imperfect and badly tuned instrument is the source of all evils in the head—nervousness, headache, and other unpleasant complaints and peculiar sensations,—and consequently affects the ear drum.....My highly experienced improved Piano-tuning method is the quickest, surest, cheapest, and the best method in the world.'

With such a wonderful master of music, the good people of Nagasaki ought to be ashamed of themselves if they do not all blossom forth as musicians of startling and unparalleled brilliancy.

My last notes contained a reference taken from a Home paper to the Choral Service held in the Cathedral some months ago. When this service was performed, there was a very fine Choir, and I expressed then a wish that the same body of singers could be found every Sunday in the Choir-stalls. Since then, however, the Cathedral Choir has appeared to get numerically weaker Sunday by Sunday. Cannot something be done to put new life into the Choir,—or rather to lead some of the 'outsiders' to give their services, for to those who, week after week, attend rehearsals and services, nothing but the highest praise can be given. The lot of the members of a choir is not always an enviable one. If the singing should, on occasions, be not quite up to the mark, they are abused and scoffed at individually and collectively; should the service be faultlessly rendered, it is rarely that a word of approbation is heard. For this, for the self-sacrifice which regular attendance must entail, and for the strenuous efforts which are made by the members of the Choir, they are, I repeat, deserving of our warmest thanks. But a moment's consideration will show how depressing to Choir-master and Choir alike must be this apathy on the part of so many of the musical people who are members of the Church of England. Go into the Cathedral, look into the faces of the worshippers as they enter the building, and note how many there are who, you know well, possess the God-given talent of music, and voices wherewith to use that talent for the comforting and uplifting of themselves and their fellow-creatures. And of all those who enter, how many take their seats in the Choir-stalls? Very, very few; the rest sit in the body of the Church, and do little to assist in the rendering of the service.

With a view of inducing some of these singers to join the Choir I make a suggestion which might possibly be of some use. Let there be two distinct choirs, one for the morning, the other for the evening service. The Rehearsals could be held on separate days, so that the two choirs would be required to rehearse only the music required for their own service.

This would be a very small tax indeed upon the members. One rehearsal, and one service each week; surely this is not too much to ask. Those, however, who wished to do so might very usefully belong to both choirs, or if they belonged to one choir, might occasionally attend the other as well. The advantage of such an arrangement is obvious,—the Choir-master could always rely upon the attendance of one choir, and frequently have it augmented by the attendance of the other choir. This should not, in my opinion, apply to the boys. Knowing something of the training of choir boys, I should advise that the boys be expected to attend rehearsals and services as usual. They need more training and more attention than the adult members of the choir.

More interest should be taken in the boys. There are too few boys already in the Choir, and none in reserve or preparation ready to take the places of those who retire. Parents do not seem to consider the advantage it is to a boy to belong to a Choir. He is taught how to sing,—and in S. John's Cathedral Choir he is well taught,—he is trained to attend church regularly and punctually, to take an interest in and even to love the Church service. Of all the Choir boys whom I have known,—and their name is legion,—I remember very few indeed who did not become, after leaving the Choir, regular members of the congregation. Is not this in itself an inducement to send our boys to the Choir?

It would be an advantage, too, if all the choir boys and probationers could attend the same school, so that the Choir-master could visit them every day and give them a short music-lesson. This would be no hardship for the Choir-master; on the other hand I think he would hail the arrangement rapturously. If this were done, the Cathedral Body ought of course to pay the school fees; the least they can do is to give the boys a free education.

I think the members of the congregation might encourage the boys by giving them an occasional picnic. During the summer months the boys would highly appreciate a weekly bathing party. I am convinced that if some of the congregation would thus display their interest in a practical way, there would soon be greater interest displayed by the boys.

Will not the Church Body come forward and do something? I make these suggestions in hopes that some steps will be taken to augment the present choir; if the Choir-master, any of the choir, or any of the congregation would also come forward and make suggestions, I have no doubt some good would result.

MUSICUS.

HAIR PRESERVED AND BEAUTIFIED.

The only reliable preserver and restorer of the hair is ROWLAND'S MACASSAR OIL, which closely resembles the oily matter nature provides for nourishing and stimulating its growth, without which the hair becomes dry, thin and brittle. It prevents baldness and scurf, strengthens the hair, and for children it lays the foundation of a luxurious growth. Also in a golden colour for fair and golden-haired ladies and children. Ask Stores and Chemists for ROWLAND'S MACASSAR OIL, of Hatton Garden, London. 3 E20

PIANOS Exchanged, Tuned and Repaired equal to new. Work Warranted.—Robinson Piano Co.

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MR. James Reed struck his leg against a cake of ice in such a manner as to bruise it severely. It became very much swollen and pained him so badly that he could not walk without the aid of crutches. He was treated by physicians, also used several kinds of liniment and two and a half gallons of whisky in bathing it, but nothing gave any relief until he began using Chamberlain's Pain Balm. This brought almost a complete cure in a week's time and he believes that had he not used this remedy his leg would have had to be amputated. Mr. Reed is one of the leading merchants of Clay Court House, W. Va. Pain Balm is unequaled for sprains, bruises and rheumatism. For sale by All Dealers. Watkins & Co., General Agents.

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Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *SHANGHAI*.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From MADRAS, ex s. s. *Londonna*.

Optional Goods will be landed here unless instructions are given to the contrary before 3 p.m. To-DAY.

Goods not cleared by the 15th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, October 9, 1899. 2232

NIPPON YUSEN KAISHA.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's S. S. *Suzuki Maru*, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon To-DAY.

Goods not cleared by the 18th Instant will be subject to rent.

All Ship-damaged Packages must be left in the Godowns where they will be examined on WEDNESDAY, the 18th Instant, and SATURDAY, the 21st Instant, both days at 10 a.m., upon notice of such Damage being sent in beforehand to this Office.

All Claims must reach the undersigned before the 21st Instant, or they will not be recognised.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, Oct. 12, 1899. 2256

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S *Arratoon Apear*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once. Cargo remaining on board after 4 p.m. of the 16th Instant will be landed at Consignees' risk and expense into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, October 13, 1899. 2260

STEAMSHIP *SYDNEY*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of cargo from LONDON and HAVRE, ex s. s. *Ava*; from BORDEAUX, ex s. s. *Ville de Dienkerque*, in connection with the above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the HONGKONG, KOWLOON WHARF & GODOWN COMPANY, LD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 p.m., To-Day, the 13th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Friday, the 20th October, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before Friday, the 20th October, or they will not be recognized.

All Damaged Packages will be examined on Thursday, the 19th October, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, October 13, 1899. 2263

Hotels.

'The Maples.'

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AN Ideal health resort presenting the advantages of a first-class HOTEL and HYDROPATHIC INSTITUTION. Turkish, Vapour and other Baths. Gymnasium, Billiards, Tennis, Pleasant Garden, Roof Promenade, Extensive Views, Elegant Public Rooms and Sanitary Bedrooms. Special Cuisine. 2049

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CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

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Proprietors.

Hongkong, May 1, 1899. 1788

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BRITISH KOWLOON.

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J. WILLIAM OSBORNE,
Proprietor and Manager.

Hongkong, January 9, 1899.85

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AMERICAN SYSTEM,
WONG HO-MI,
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TERMS MODERATE.
CONSULTATION FREE.

50, Queen's Road Central.

Hongkong, October 3, 1899. 2190

SIEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, April 6, 1895. 628

AMERICAN SYSTEM OF DENTISTRY AT 39, *QUEEN'S ROAD CENTRAL*,

CHADWICK KEW.

(LATE OF POATE AND NOBLE.)

Hongkong, July 12, 1897. 2586

DENTISTRY.

SUI SANG,

Lately Practising with Dr. I. SAKATA,

DENTIST

No. 4, Queen's Road Central.

Hongkong, January 1, 1898. 3

NOTICE TO ADVERTISERS.

OWING to the large and continued increase of SUBSCRIBERS to the

CHINA MAIL,

We are compelled to go to Press earlier. Alterations and additions to Advertisements on Pages 1 and 4, should be sent here not later than 10 a.m. NEW ADVERTISEMENTS should be sent before 3 p.m.

BAIN & REID.

Hongkong, April 14 1899.

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HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN,
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TO LET.

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Hongkong, October 12, 1899. 2258

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NO. 2A. ICE HOUSE STREET. Immediate Possession.

Hongkong, October 6, 1899. 2222

TO LET.

ROOMS in 21 BANK BUILDINGS, QUEEN'S ROAD CENTRAL. Possession from 1st November.

Apply to
BARRETTO & Co.

Hongkong, October 9, 1899. 2233

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FURNISHED, at the PEAK.
Until 1st March.
HOUSE with 5 ROOMS,
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Care of 'CHINA MAIL' Office.

Hongkong, Sept. 19, 1899. 2093

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TWO HOUSES at PEAK, FURNISHED, from 1st December, 1899, till end of April or May, 1900.

Apply to LINSTEAD & DAVIS.

Hongkong, September 26, 1899. 2146

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SEMI-DETACHED VILLA RESIDENCES on BOWEN ROAD—(Now in course of erection).

PROPERTY lately occupied by the BOWRINGTON SAW MILLS.

GROUND FLOOR, 52 PEEL STREET.

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'HARFORD.'—MAGAZINE GAP. No. 4, RIPON TERRACE.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong August 28, 1899. 1455

TO BE LET.

'ST. ANDREWS.'

COMFORTABLE 8-ROOMED RESIDENCE, with TENNIS COURT; situated on the PEAK ROAD, near QUEEN'S GARDENS.

Also:

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A 6 ROOMED HOUSE, with GARDEN and 2 GRASS TENNIS COURTS, near the PEAK ROAD.

Apply to
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Hongkong, August 2, 1899. 1768

TO BE LET.

A FIVE-ROOMED FURNISHED HOUSE, with TENNIS COURT, at MOUNT KELLETT, The PEAK. Enquire of 'B.'

Care of 'CHINA MAIL' OFFICE.

Hongkong, September 26, 1899. 2145

NEW VOLUME—24.

CHINA REVIEW

No. 1 CONTAINS ARTICLES ON

Chinese Porcelain, by Dr. S. W. Bushell.
The Chinese Drama, by T. K. Dealy.
Chinese Grammar, by E. H. Parker.
The Tae-Teh King, by C. Spurgeon Medhurst and Dr. P. J. Maclagan.
Progress in Old Turkish Discoveries, by E. H. Parker.
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For the Health and Beauty of the SKIN.

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E14

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A. G. GORDON, *General Manager.*

Hongkong, April 1, 1898.

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Special Rates to Families.

CHURCH SERVICES.

ORDER OF CHORAL SERVICE AT ST. JOHN'S CATHEDRAL.—20TH SUNDAY AFTER TRINITY. SUNDAY, OCT. 15.

11 a.m.:—Matins.—Responses, Ferial; Venite, Stainer; Psalms, Cooke, Woodward and Dupuis; Te Deum, Russell, Jones and Pye; Benedictus, Langdon in F; Hymns, 629 and 317; Kyrie, Hopkins in E flat; Offertory Hymn, 226.

5.45 p.m.:—Evensong:—Responses, Ferial; Psalms, Oakeley; Magnificent, Jones in A; Nunc Dimittis, Wickes in E; Hymns, 197, 265 and 308; Voluntaries, Offertoire—Wely; 'Cavatina,' Raff.

UNION CHURCH.—SUNDAY, OCTOBER 15.

11 a.m.:—Hymns, 30, 274 and 198; Psalm, 110, Mornington; Anthem, 5, 'They that wait upon the Lord,' Elvey; Voluntaries, Sullivan and Gounod.

6 p.m.:—Hymns, 15, 263, 162, 29; and 528; Voluntaries, Andro and Mendelssohn.

WESLEYAN METHODIST CHURCH.—WANCHAI SUNDAY, OCT. 15.

Morning:—10.30. Evening:—6.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Haimun* leaves for Swatow.

Daylight.—*Maidzuru Maru* leaves for Swatow.

Noon.—*Rosetta* leaves for Japan Ports.

Miscellaneous.

Goods per *Shanghai* not cleared after 4 p.m. subject to rent.

MEMOS. FOR MONDAY.

Shipping.

4 p.m.—*Venus* leaves for Manila.

5 p.m.—*Suruga* leaves for Yokohama.

Auctions.

3 p.m.—Auction of Crown Land at Pokfulam Conduit.

3 p.m.—Auction of Leasehold Property, at Nos. 1, 3, 5 and 7 Peel Street.

Meeting.

9 p.m.—Meeting of Perseverance Lodge.

Miscellaneous.

Goods per *Ariadne Apear* undelivered after 4 p.m. this date landed.

General Memoranda.

TUESDAY, October 17:—
Goods per *Maria Valeria* undelivered after this date subject to rent.

WEDNESDAY, October 18:—
Good per *Suzuki Maru* not cleared after this date subject to rent.

THURSDAY, October 19:—
Auction of very valuable Property, in 5 Lots, by Mr. Geo. P. Lammert.
2.30 p.m.—Auction of Household Furniture, &c., by Mr. Geo. P. Lammert.
5 p.m.—Meeting of Members of the Hongkong Club, at the Club House.

FRIDAY, October 20:—
Goods per *Sydney* unclaimed after Noon, subject to rent.
Goods per *Chusan* not cleared at 4 p.m. subject to rent.

SATURDAY, October 21:—
3.30 p.m.—Meeting of Hongkong Jockey Club, in the City Hall.
Goods per *Heidelberg* undelivered after this date subject to rent.
Goods per *Poseidon* undelivered after this date subject to rent.



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A. S. WATSON & Co., LIMITED.

1601

☞ *The publication of this issue commenced at 5.10 p.m.*

The China Mail.

HONGKONG, SATURDAY, OCTOBER 14, 1899.

It is now many years since the affairs of the Chinese Empire have been in a condition of chronic crisis. There used to be a time when, as Mr Thomas Taylor Meadows was wont to remind us, everything to this part of the earth appeared to the people at home 'ten-thousand-miles-off,' and they could not be interested in it by any means at the command of the human intellect. We live in a different era. A decade or two ago we used to have on the average about one new volume *per annum* on some aspect of China. Now the works put forth are so numerous that it is very hard to keep track of them all. Many are in continental languages, particularly French and German. Some of the more ambitious, like the tomes of Henry Norman and Curzon, are by men who have travelled widely, seen everything, and have had exceptional opportunities for learning important facts at first hand. But their visits were brief, and they had no background of special knowledge of most of the lands which they described. The same remark is to be made upon Sir Charles Beresford's useful treatise on 'The Break-up of China.' Few visitors have had more doors opened to them and opened wider than this intelligent and critical observer. Yet it is easy to perceive that there is a well-defined limit to the range of his observations, since he had no previous training for estimating the Chinese as compared with other Orientals, nor perhaps for entering into the intricacies of Orientals as such. It is astonishing that he learned so much in so short a time, but as he frankly tells us, this is largely due to his exceptional command of the most trustworthy sources of information wherever he went. The use which he has already made of his ample materials is abundant justification for the exceptional care and pains taken in collecting it. The volume of Mr A. R. Colquhoun, 'China in Transformation,' stands upon a footing wholly different from any of the foregoing works. It is devoted not to 'the Far East' as a whole, in which there is really a very slight and somewhat artificial unity, but to China alone. Every one of its fourteen chapters show the hand of one to whom the matters discussed are thoroughly familiar by many years of study on the spot, and with a vigorous grasp of present day realities not exceeded by any writer.

It is greatly to be regretted that the foreign press in China has not paid a larger degree of attention to this important work, with a view to urging the home constituency to examine it carefully, since in the incessant stream of new books it is by no means easy to determine at a distance of many thousand miles which ought to be allowed chief weight. The closing chapters on 'The Political Question' are especially to be commended to the attention of those at home who have influence in deciding what future British policy in China is to be. Both Mr Colquhoun and Sir Charles Beresford recognize the elementary fact to which attention can scarcely be called too often, that Russia is not to be blamed for having and for following a clearly-defined policy running through centuries, nor for promptly recognizing and seizing a fleeting opportunity to achieve in a month, what might ordinarily be expected to require several decades. *We* should undoubtedly do the same—*if* we only thought in time, and *if* we had not on hand at the same time (as we always do have) so many other pressing matters that the one in China is invariably eclipsed. Whether China is more important to the British Empire than a section of Africa, is of course not the question. That does not admit of debate. The crucial matter is whether, amid the pressure of current affairs, concerns of vital interest to the future of uncounted millions of the human race and to our Island Empire, can succeed in getting attention drawn to themselves. Mr Stead informed the public while the Peace Congress was in session, that one of the principal purveyors of syndicate news in England sent instructions to their representatives at the Hague to abbreviate their reports to the utmost, as nobody in England cared about future possible Arbitration in comparison with the threatened quarrel in the Transvaal, and in presence of the all absorbing cricket-match with Australians. Such an announcement is indeed a melancholy comment upon our civilization, but it is based upon a state of things which is neither local nor temporary. The brave cynic who alluded to 'thirty million people—mostly fools' has been dead for some years, but the intellectual condition of the thirty millions does not sensibly improve. It is because we are sure that the only practicable way to alter it by degrees is by the circulation of such works as we have named, that we wish to repeat with emphasis the importance of urging upon the attention of the public at home informing volumes upon China. They should not be read, but studied, and when they have been assimilated, those who are aware of the tremendous issues at stake should keep up a rain of letters to the influential journals urging that what *ought* to be done *must* be done, and that what must be done should be done *now*, and not after the possibility of doing it at all has long passed away.

LOCAL AND GENERAL.

Notes by the Way.

'Buffaloism' has caught on at Singapore.

The delivery of the French Mail was begun at 9.30 a.m. yesterday.

The delivery of the English Mail was begun at 10.10 p.m. yesterday.

Lieut. Howard, 1st West Yorkshire Regiment, has been selected for appointment to the Uganda Rifles.

It is announced that the Emperor William has conferred the Order of the Black Eagle upon the Japanese Crown Prince.

The article entitled 'Our Greatest Colonial Port,' which we reproduce from *The Times* of September 14, is from the pen of Lieutenant Carlyon Bellairs, R.N., formerly in charge of the Torpedo Depot in Hongkong.

There was a complete mobilisation of the Colombo garrison on the 29th September. The idea was that Colombo was being attacked as the outcome of a declaration of war. Colombo exchanges describe the mobilisation as 'a tame affair.'

Lord and Lady Huntingdon have returned from abroad sooner than they intended to do. They went through Japan and China, spending six weeks in Hongkong, but were not able to go on to Australia, as Lord Huntingdon was not very well. They have gone to Harrogate for some time, before they settle down in Ireland for the winter.

The trade statistics of the Straits Settlements testify to the abounding prosperity of that Colony. The imports for the second quarter of 1899 (exclusive of treasure) show an increase of $4,149,968 on the same quarter of 1898, and the exports for the same period (also exclusive of treasure) an increase of $9,328,261!

Amended.

The departure of the P. & O. Co.'s s.s. *Rosetta*, Captain C. C. Talbot, R.N.R., for Japan Ports, is postponed until noon, to-morrow, the 15th inst.

The Italian Squadron.

The Italian cruiser *Liguria*, Capt. S. Casella, arrived at Singapore on the 6th inst. from Spezzia via Colombo; she has a displacement of 2,300 tons, 7000 h.p. and a crew of 267 men. She comes on to China shortly, replacing the *Marco Polo*.

The Nimble Cockroach.

A correspondent writes:—'Can you or any of your readers inform me which is the best method of exterminating cockroaches. Traps are of no use, as they fly out again; Keating's powder they seem to enjoy, as I have seen them eat it and survive for many days. Thanking you in anticipation.' We find a pliable slipper, built on a liberal scale, very effective.

The West Yorks at Football.

Our old friends the West Yorkshires were in the semi-final of the Bombay Rugby Tournament. Although beaten by the Welsh Regiment, we read:—For the losers Howard at forward, and Logan at three quarters deserve mention. The little Sandhurst man, Gordon, was the best half back in the field, and played brilliantly throughout the evening.

The Abandoned Launch 'On Lee.'

The British steamer *Mongkut* (Captain Major), from Bangkok, brought in to-day the U. S. Government steam launch *On Lee*, which was picked up by the *Loosok* but afterwards broke adrift. The launch was picked up on the 12th October. After passing the Pareels the *Mongkut* met very severe weather, heavy gales of typhoon force causing the ship to labour heavily.

Trade in China.

The fuller figures received by last mail in the report and accounts of the Hongkong and Shanghai Bank confirm the telegraphic summary received a few weeks ago. A bank is usually a barometer of the commercial prosperity of the district which it serves.—We may fairly hope (says the *L. and C. Express*) that such is the case in this instance, and that the magnificent results achieved are indicative of the prosperity of clients all round the Far East.

Death of a Leading Filipino.

The *Singapore Free Press* of the 6th inst. reports:—The death took place yesterday morning of Senor Ruperto Lassamurina, a Filipino who had been residing in Singapore for some months waiting for an opportunity to go to Manila to return to his province in Pampanga. He held a good position under the Spanish Government, but for his participation in the insurrection of the Filipinos he was one of the last to be amnestied. The funeral yesterday afternoon was attended by the members of the Filipino community of Singapore.

New Stock of Pianos by Brinsmead, Chappell, Haake, Allison, Rachals.—Robinson Piano Co.

'If the blood is diseased the body is diseased.'—Remember that the blood, whether pure or impure, circulates through the organs of the human body—Lungs, Heart, Stomach, Kidneys, Brain. If it is laden with poisonous matter it spreads disease on its course. In cases of Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of all kinds the effects of Clarke's Blood Mixture are marvellous. Thousands of wonderful cures have been effected by it. Clarke's Blood Mixture is sold everywhere at 2s. 9d. per bottle. Beware of worthless imitations and substitutes. E24

Poked Him in His Royal Ribs.

Many stories are current about the Prince of Wales' recent visit to Marienbad, where he was most democratic. It is said that a Polish Jew sitting upon a park bench next to the Prince, not knowing his identity, began to question him about what he paid for his rooms, doctors, etc., ending with digging his royal highness in the ribs and telling him he looked too healthy to need the water cure.

The Value of Laing's Nek.

A correspondent writes to the *Morning Post*:—'The town of Newcastle is utterly unprotected. It is within fourteen miles of the Orange Free State border and eight miles of that of the Transvaal. If Newcastle is seized, the possession of the Laing's Nek by the Boers is assured. The holding of Laing's Nek by the Boers will mean twenty miles of fighting over rough country, peculiarly suited to Boer tactics, before the British troops can begin the first real action.

The Pritchard-Morgan Syndicate.

Mr Pritchard Morgan, M.P., was booked to leave London for Shanghai on 17th Sept., and Genoa, per Norddeutscher Lloyd steamer *Bayern*. He will be accompanied by Dr Jack, who was for twenty-three years the Government geologist of Queensland, and by a geological staff. It is their intention to go to Peking and examine the Jehol goldfields and a large mining concession of 800 square miles which Mr Morgan has in Korea. The party will afterwards proceed to the province of Szechuan, of which the hon. Member for Merthyr is Mining Administrator. His instructions are to hold a complete geological survey of Szechuan. Chungking will be made the headquarters of the survey.—*L. and C. Express.*

Piracy near Hongkong.

Discussing the frequent piratical outrages in the vicinity of Hongkong and Canton, the *L. and C. Express* says:—There do not exist, evidently, at Canton, either the vigour or singleness of purpose necessary to restore order. Whether or not the tale be true that three torpedo boats delegated by the Viceroy for police purposes pass their time, instead, in towing junks and revelling on the proceeds; whether or not it be true that the pirates themselves have relations with the officials ashore—experience teaches us that the restoration of order by unaided Chinese authority would be the work of a generation, or two, or three, if it happened at all. If the waterways around Canton and the West River are to be policed, it must be done by British energy, if not under the British flag. The question may arise whether the work shall be done by *Sandpipers*, or whether the Viceroy shall be required to entrust to British officers the equipment, organisation, and employment of a Chinese force; but it is clear that necessity has arisen for a display, in Kwangtung as well as in Kweichow, of a purpose and determination which have been conspicuously absent from our policy ever since Sir Michael Hicks-Beach shrieked 'war' and ran away. The occasion may serve, in either case, to demonstrate the ascendancy of British interests in Kwangtung.

Fire on a River Steamer

A fire broke out on the 3rd inst on board of the Chinese-owned steamer *Ella*, sailing under the British flag, whilst off Otter Point, below Kiukiang *en route* from Hankow. It appears that one of the native firemen was searching for something in the engine room bilges with a naked light when a quantity of oil that was stowed there ignited, and the outbreak was such as to drive those in the engine room on deck. The engines could not be handled, and not knowing to what extent the conflagration would reach, the vessel was beached about four miles below the Point. The flames prevented the use of the fire pumps below and as there was, strange to say, no portable force pump in the ship, water could only be thrown in an inefficient manner by the deck buckets. A panic naturally ensued amongst the Chinese passengers and many sought *terra firma* immediately the vessel was beached which took place about half-past ten. Fortunately the bulkheads were iron or the vessel would have been added to the list of those burnt on the Yangtze. The oil quickly burnt itself out and, apart from the destruction of the wood work below, little damage was done. At 1 p.m. the China Navigation Co.'s steamer *Poyang* appeared on the scene and by request towed the vessel off, the Chinese passengers, realising the danger was past, quickly boarding, and the vessel arrived at the Shanghai apparently none the worse for the mishap.—*N.-C. Daily News.*

The Stoppage of the 'Tartar.'

A telegram reports that the British authorities at Hongkong have detained a vessel named *The Tartar*, with 1,250 time-expired American soldiers from the Philippines on board. The men complained of overcrowding, and the port officials demanded that 450 should be landed. The American Consul, the wire stated, had lodged a protest. It is explained at Washington that *The Tartar* is a British steamer, although under charter to the United States Government, and that therefore the British authorities have power to enforce compliance with the requirements of the navigation laws. The War Department referred the matter to Mr Choate, the American Ambassador in London. A further telegram from Hongkong states that the transport has been allowed to clear. It is supposed in Washington that the step is due to the suggestion of the British Foreign Office to the Hongkong authorities that it would be unwise to interfere with the American transports. The release of *The Tartar* is understood at Washington as expressing the merits of the case. The attitude of the Hongkong officials in the matter of the detention of the vessel is not attributed to them, but the American Anti-Imperials, who sought the method of embarrassing the Administration by instigating discontent among the discharged soldiers carried by the vessel. The representations made through Mr Choate, the American Ambassador in London, were not in the nature of a protest, for the American authorities were convinced that it was not right to claim exemption from the operation of British law in a British port; but it was pointed out that changes had been made in the interior of the ship since she was chartered, which made her capable of carrying the troops she had on board without infringing British law.—*L. and C. Express.*

BANJOS, Mandolines, Strings &c., New Stock, American Folios and Music.—Robinson Piano Co.

REUTER'S TELEGRAMS.

LONDON, October 12.

THE TRANSVAAL CRISIS.

Mr Schreiner has strenuously enjoined Dutchmen at the Cape to remain quiescent, and to prove their loyalty to the Queen.

President Krugor, telegraphing to his sympathisers in New York, says that if the two South African Republics must belong to England they are determined that a price shall be paid which will stagger humanity.

There is no news of any fighting, but the Free State Boers have seized a Natal train bound for Harrismith.

The Netherlands Consul in London has been charged by the Transvaal with their interests, and the American Consul in Pretoria has been charged with British interests.

THE 'AMERICA' CUP.

The fifth attempt at the first race is without result, owing to fogs.

THE 'AMERICA' CUP.

ANOTHER POSTPONEMENT.

The race for the 'America' Cup is becoming somewhat tedious. Even the racing authorities appear to be sick of it, and have altered the conditions to allow of the race being decided at the first favourable opportunity, for a telegram has been received here stating that an attempt to sail on Friday had to be abandoned owing to the lack of wind. Why this should be so when the Presidential orators are on the stump it is difficult to imagine! The seventh attempt to sail the first race will be made to-day (Saturday).

'FRAGRANT WATERS' MURMUR

That I see you have said nearly all which can be said as to the Governor's Budget statement.

That its omissions were more important than the subjects referred to, but it must be noted Sir Henry Blake is a loyal follower of the Colonial Office routine.

That the only Governor whom Hongkong has ever had who dared to act upon his own idea of what the Colony needed, was recalled.

That the full fifty years' experience of the Colonial Office has failed to teach the Permanent Officials even the first lesson in ordinary progressive fair-play.

That of all the heads of the Departments the worthy, hard-working Harbour-Master has certainly qualified for retirement and a pension—with perhaps honorary membership of the Institution of Naval Architects.

That many Government acts and measures seem to have been, as it were, cut from crooked timber, natural or otherwise, and Captain Ramsey has apparently been following this precedent.

That when I saw Mr Whitehead's questions had been altered, I made inquiries, and was assured by an eminent shipbuilder that 'no expert would pass a vessel with the main frames cut out of straight timber, because this creates a line of weakness where the curved parts occur from the grain of the wood running across.'

That this is a fact known to all shipwrights, and it is also well known 'natural crooks are not procurable in Hongkong.

That I am told sawed-out timbers are a common thing with Chinese boat-builders here, but assuredly it does not follow it is right.

That Mr Sercombe Smith, though really a good man, and an official who always had the courage of his opinions, was but a briefless barrister who possessed only a tithe of the experience of our genial Acting Attorney General.

That the Unrepresented—the British Uitlanders—owe much to the Hon. T. H. Whitehead, who has shown what can be done by sticking to his guns.

That the Appropriation Bill is interesting reading, but it does not give entertainment allowances—why?

That I note, in addition to the 17½ per cent we pay on all revenue entries (whether the Treasury receives and retains the money or no) for the Military Contribution, we have to pay $45,000 for Barracks, $20,000 towards Defence Works, $124,736 for Sanitation, and $201,999 for Miscellaneous Services.

That it would be interesting to study a detailed statement of these Miscellaneous Services.

That I presume the Jubilee Road business is to be considered *sub judice* for the present, but, talking of roads, most residents will admit Mr Ormsby has already earned the gratitude of every one for what he has done in this direction off his own bat.

That there is no doubt he is a road-maker, and he fully deserves a tablet with an inscription something like that accorded to General Wade.

That I am told a difficulty exists in getting the Government stamp put on weighing machines, and for the life of me I can't understand the reason why.

That the wee, subsidised *Ostasiatische Lloyd* has been indulging in a bit of nonsensical comment.

That if the silly man would reflect for a moment he would realise that a large number of the Germans who live outside of the Fatherland would starve were it not for England, who has never failed to grant equal rights to all, and who is not likely to bar the Yangtsze to legitimate traders of all nations, least of all to Germany.'

That now is the time for Australia to develop a big export of coal to China.

That the U.S.A. Government apparently wants all and more than the Japanese can supply, and as the British Government will not force the Chinese to open out the supplies at our very doors, and Mr Pritchard Morgan does not get 'forruder,' something must be done, for coal we must have at a lower figure than present market rates

BROWNIE.

For the Johnnies!

A Kitchener moustache! That, we are gravely informed, is the latest thing in the world of fashionable men. A glance at a photograph of the Sirdar will show that he has a handsome moustache—heavy, well-groomed, one might say expressive. Barbers proclaim it a model of what a moustache should be, and their art is at the disposal of customers who envy it. As for Lord Kitchener, he may be excused if he thinks that fame is 'crowding' him unduly.

CHUTNEY.

(Manufactured by the Firm of Irresponsible, Chatter and Co.)

* * *

There are two things in Hongkong the recrudescence of which, both in actual fact and in the columns of the local press, cause us to hang our heads with shame and mourn our incompetency to deal with. These are the plague and the social evil, both unsavoury subjects, yet both of them evils which we would give much to see extirpated. It is no use putting on gloves to deal with these matters. We have to face them in a firm and uncompromising manner and to say that such shall be and such shall not, and then to see that our behests are carried out to the very minutest point. With regard to the plague, we have but to eradicate the filth of our rocking lanes and alleys, and to force the Chinese to spread themselves and give up living like rats in a sewer—when, this accomplished, the worst part of the battle with our grim foe will be over. The social evil must be met by restricting houses of ill-fame within prescribed limits, or, in other words, our social lepers must be isolated that the youth and innocence of the Colony may not be corrupted by the presence in our midst of a worse blot than ever defaced Modern Babylon. Check the evil we cannot, but we can at all events hide it from all except those who go in search of it.

* * *

Kang Yu-Wei is still pursuing his somewhat quixotic task of attempting to reform China from abroad. It might be dangerous for this up-to-date Colestial to set foot upon his native heath, for the tentacles of the Empress Devil Fish are long and very tenacious, even at the extreme tips, and Kang would most likely be drawn in until one morning he would be, together with the Reform Party, minus a head. What Mr Claudo Loy Kum has to trouble himself about, or why especial pains should be taken to protect his person is something we fail to understand. Mr Loy Kum is a British subject, and always has been, and is residing on British ground. Unless he wilfully puts his head into the dragon's mouth, he may smoke his cigarette and possess his soul in peace.

* * *

At last the Volunteers have got some sort of public recognition for the useful part they played in the Kowloon disturbances. The long-deferred 'Thanks,' from its brevity, would lead the outsider to imagine that speech was golden in Hongkong, but such we know not to be the case. Why the official despatches regarding the Volunteer services should have been held to be 'private and confidental,' is one of those things no fellow can understand. The Firm has had a fling at it; but gave the riddle up in despair months ago. Did the Volunteers do anything they ought not to have done? or did they leave undone those things which they ought to have done? or is there no health in them, that this secrecy is observed? Truly, we wot not.

* * *

Hear Gussie on the one absorbing topic of the day, *a la* Macaulay:—

Paul Kruger of the Transvaal,
By all his whiskers swore,
That the independent Burghers
Should be suzerain no more;
By pipe and whiskers swore he,
Bid Joubert name a day,
And speed his messengers out fort'i,
East and West and South and North,
To summon his array.

Allemachtag, swore Paul Kruger,
We will whip the British sore,
As we did at fell Majuba,
And, once, ages long before;
So, as we crushed 'Jim's' lavies,
In the hollow of our hand,
We will drop *Rooi Baatjes* round us,
Like grains of blood-red sand.

And at the coming *naachtmaal*,
We will glory give to God,
That the enemies are scattered
Who would o'er us hold the rod.
We will sing the Africander hymn
Of triumph and of praise,
Then meekly settle down to threshing
Kafirs all their days.

So, inspan all your bullocks,
Take the strongest of trek chains,
To fasten fast the dieselbooms
In laager on the plains.
And take your guns and bullets,
Your powder and your swords,
Go forth to fight the battles
Of Paul Kruger and the Lord's.

And when the fight is over,
And the English all are dead,
And Germans, Greeks, and Spaniards
Are the Uitlanders instead,
Just *jut jis kut ond trek Revera*,
Smoke a pipe with me,
And I'll give you the percentage
Of some new monopoly.

* * *

His Excellency Sir Henry Blake is a strictly non-committal Governor, and will be remembered as the man who had a good deal to say, while saying nothing. His speech on the affairs of the new territory is a marvellous exemplification of the fact that speech was given to a diplomat to conceal his thoughts. The next time the Governor says anything, we hope he will say something, and not puzzle us with a sort of political *ignis non lucendo* which is neither fish, flesh, fowl nor good red herring a paradoxical explanation, but not quite so misleading as it seems at first sight to be.

* * *

If cremation has a humorous aspect or not is uncertain, because those who have undergone the process have never returned to tell us whether they felt inclined to laugh or cry while the operation was being carried out. Mr Pollock has come forward as the advocate of incineration, and, strange to say, our office rhymester, Gussie, is with the scheme heart and soul. This is what he has to say about it:—

In Happy Valley lay me not,
Plant not my turned-up toes
Where the thundering hoofs of gee-gees,
May disturb my last repose.
Put me in Pollock's kitchen range,
Pull open wide the damper,
So that my vaporous remains
May up the chimney scamper.

Your sketch map of the scene of the probable operations in the Transvaal and the country adjacent will, doubtless, be found of use by your readers during the crisis. The Junior, however, who, as we think you are aware, has been studying Cape Dutch, in view of the Volunteer offer being accepted, thinks your glossary might be added to without making it cumbersome and unduly lengthy. First of all, he says that *Kloop* should be *Kloof*. He suggests the following additions:—*Dorp*, a village; *Burg*, a town; *Veldtcornet*, the commandor of a district or district magistrate; *Skutterij*, a force raised locally voluntarily or otherwise, in which all must serve; *Winckle*, a roadside inn or store. As these places are landmarks on the various roads, they will, doubtless, be spoken of as, say for example, Swart Piet's Winckle, Hans Coetzee's Winckle, and so on.

* * *

The Firm are pleased to see that Singapore has removed the quarantine restrictions against vessels carrying coolies from Hongkong. Why, in the name of goodness, they were ever imposed when they were is what we want to know.

CANTON INSURANCE OFFICE, LTD.

The eighteenth ordinary general meeting of the Canton Insurance Office, Ltd., was held to-day at the offices of the General Agents, Messrs Jardine, Matheson and Co. Hon. J. J. Keswick presided. The other gentlemen present were:—Hon. O. P. Chater, Messrs H. L. Dalrymple, D. Gillies, F. Maitland (Consulting Committee), G. T. Veitch (Secretary), J. C. Peter, J. H. Cox, W. A. Cruickshank, R. C. Wilcox, B. Byramjee, Ho Tung, R. M. Mehta, E. C. Emmett, J. M. G. Pereira, Ho Fook, J. Thurburn, Ho Kom Tong, Chen Sam, Lo Chuung Shiu.

The Chairman said—Gentlemen, with your permission we will take the Report and Statement of Accounts, (which have been in your hands since the 3rd inst.) as read. At the last annual meeting my predecessor in the chair had occasion to regret the unprofitable out-turn of the year's working, which necessitated the withdrawal of $150,000 from the Reserve Fund, and although the Accounts now before you show a considerable improvement, yet the profit is such that after providing for the proposed dividend of $11 per Share, the balance remaining is insufficient to enable us to make a return to our constituents in the shape of a Bonus, and we have deemed it better to carry it forward to strengthen the present year's account. For the 15 years previous to 1897 we returned bonuses averaging over 18 per cent. Since then, in addition to abnormal losses, rates have been on the downward grade and we have found it quite impossibility to make any return, which of course is a matter of much regret to us. The fact is, that at the present time rates of premium are too low, and until a very radical improvement in rates sets in, of which unfortunately I see no present prospect, the outlook for the future of Marine Underwriting is not what could be desired. As regards the present year's working, it is certainly to date, in a better position than 1898 at a similar period, but it is impossible for me to forecast the probable result; all I can hope for, is, that we may not meet with such a series of heavy losses as was the case during the closing months of 1897 and 1898. You will have noticed from the accounts that our investments have undergone a considerable change. We sold our holding of Indian Government Stock at a profit and invested the proceeds, together with Mortgage Funds repaid, in the purchase of United States Bonds of the 4 per cent. Loan repayable in 1925, which I trust you will approve of, as a better security it would be impossible to find. These Bonds are deposited with the United States Government and form a permanent gold investment returning us a rather better rate of interest than the Indian Loans. As regards our Mortgages, our Surveyors have made their Annual Report and are quite satisfied that in each case there is ample margin for the advances made. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions addressed to the chair.

No questions were asked, and the Chairman moved the adoption of the report and accounts.

Mr Thurburn seconded.

Carried.

Mr Cox proposed the confirmation of the appointment of Messrs F. Maitland and E. Shellim to the Consulting Committee, and the appointment of Messrs Dalrymple, Gillies, and Chater to the Committee.

Mr Peter seconded.

The Chairman—I may mention before putting this resolution to you that Mr Shellim has left the firm of David Sassoon and Co. and joined the firm of S. J. David and Company but this motion refers, of course, to his appointment up to the period.

The motion was carried.

Mr Byramjee proposed the re-election of Messrs Fullerton Henderson and W. H. Potts as auditors.

Mr Ho Tung seconded.

Carried.

The Chairman—I am much obliged to you for your attendance, gentlemen. That concludes the business of the meeting. Dividend warrants will be ready on Monday next.

CRICKET.

ABOVE 27 v. UNDER 27.

Played at the Cricket Ground to-day.

Scores:—

UNDER 27.	
Lieut. Strong, R.M.L.I., l.b.w., b Mackenzie	27
J. E. Lee, c Wood, b Grimble	93
Lieut. Castle, R.A., c Deacon, b Mackenzie	2
J. A. Ross, c Waymouth, b Ward	11
H. E. Green, c Grimble, b Mackenzie	3
H. C. R. Hancock, c Ward, b Waymouth	20
Lieut. Wilkinson, R.A., b Waymouth	1

Two-thirds of the stealing done nowadays goes under another name.

EVERY village in America has a strategy board that meets each evening at the corner grocery and proceeds to annihilate the Filipinos.

'FOR THE BLOOD IS THE LIFE.'—If the Blood is laden with impurities it spreads disease as it circulates through the organs of the human body—Lungs, Heart, Stomach, Kidneys, Brain. Clarke's World-famed Blood Mixture is warranted to cleanse the blood from all impurities from whatever cause arising. For Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of all kinds its effects are marvellous. Thousands of wonderful cures have been effected by it. Sold everywhere at 2s. 9d. Beware of worthless imitations and substitutes. E24

ROUGH WEATHER IN THE CHINA SEA.

ARRIVAL OF THE OVERDUE STEAMER 'HEIDELBERG.'

The German steamer *Heidelberg* arrived last night from Singapore, having had a very rough passage during which her steering gear was broken. Captain R. Schuder reports that he left Singapore on 2nd October with 6 first-class and 268 Chinese passengers. On the 5th, the wind was blowing from the North, and N. N. W., with a heavy cross sea from N. W. and N. E. On the evening of the 8th October, the weather became very stormy with squalls of hurricane force and heavy rain. At eight o'clock, the rudder gearing broke and hand steering was resorted to, but shortly afterwards this was also broken. The ship was driven broadside on to the mountainous waves, and heavy seas broke over the whole length of the vessel, burying her under water. Deck fittings were smashed and washed overboard. The work of repairing the rudder gear was carried out under most trying and dangerous circumstances, the ship being steered in the meantime by tackles affixed to the rudder sector. In the early morning, the steering gear was repaired and it was found possible to keep the vessels head to the sea. The stormy weather continued till 10th October, the ship labouring terribly in the heavy sea and the waves constantly sweeping the whole length of the deck. In the evening of 10th October, the wind and sea moderated and it was possible to steer the course again for Hongkong, where the ship arrived yesterday evening, eleven days out from Singapore.

THE ACCIDENT TO THE FRENCH MAIL STEAMER 'SYDNEY.'

Captain Aubert, of the M.M. steamer *Sydney*, reports that the vessel left Saigon at 2 p.m. on Thursday, 5th October, and experienced fine weather and variable winds to Varella, where a long swell from the N.E. was encountered. On the afternoon of the 6th the wind came freshly from the North, and nearing the Paracels the weather grew worse. A very heavy sea was running from the N.E., and the wind increased in force from the North. The ship was rolling and pitching a great deal. At 2 a.m. on the 9th, it was reported that No. 5 coupling of the shaft was giving way. The engines were slowed down and a course was set to the North. At noon the position was 16·41 N. lat. 107·51 E. long. At 6 p.m., after taking soundings, a course was set to pass N. 35 E. of Hainan. There was a continual bumping of the coupling, and this was more accentuated after the course was changed. At 10 p.m. a sounding was taken, and from the depth of 98 metres it was calculated that the vessel was about 12 miles S.S.E. of Tinhosa. The weather was bad from the N. and N.N.E., with continual squalls. At 11 p.m., in consequence of a report from the chief engineer that there was a violent bumping in the coupling, the ship was put about, the engines were stopped, and square sail was set on the foremast. This sail was carried away, but immediately replaced by another, and the ship proceeded on a S.S.W. course. About 4 a.m. on the 8th the ship refused to answer her helm, and was driven broadside on to the sea and wind, her head being to the W. S. W. The ship was rolling heavily and shipping some seas, which, however, did no damage of consequence. A sounding taken at this time indicated that the south of the island had been doubled, and the ship was being carried towards the Gulf of Tonkin. After the stoppage of the engines it was found that the bumping of the coupling was caused by one of the screws having worked loose in its socket, and the coupling had parted 15 millimetres. About 9 a.m. the weather improved, and at 10 a.m. the engines were again started. The chief engineer reported that he had no confidence in the No. 5 coupling, especially if a heavy sea was met, and the Captain consulted with his officers as to what course to pursue. The officers were unanimously of opinion that the ship should put back to Saigon, but on the advice of the chief engineer, in which the Captain concurred, it was resolved to continue to the west to reach some safe harbour, such as Tourane or Haiphong, where provisional repairs could be effected to enable the steamer to make for Hongkong by way of Hainan Straits. On the captain's invitation, Mr Bezaure, the postal agent, assisted in the consultation. At noon on the same day (8th October) the position was lat. 17.18, long. 106.58. The ship had drifted about 100 miles to the S. W. since putting about. At first a course was steered to make the south of Hainan, but the weather continuing bad in the east the ship made for the Gulf of Tonkin. After passing the banks, fresh winds were encountered from the North, but the sea had greatly subsided. The speed was reduced and the bumping of the coupling was lessened. At noon on the 9th it was ascertained they were in latitude 19.50. Approaching the Strait the weather became worse, the wind veeing round to the N.E. At 6 p.m. the ship anchored in 13 metres to the N.W. of Cape Cami. The whole night was occupied in repairing the coupling, and at 6.30 a.m. on the 10th the engines were again working, and the Chief engineer thought he could guarantee to drive the steamer to Hongkong. A course was set at 7 a.m., but the squalls from the N.E. rendered the navigation of the Strait imprudent, and at 8.30 the anchor was dropped off Hoihow, where the Captain reckoned upon being able to signal in order to relieve possible anxiety—but it was impossible to communicate. When the weather cleared the number was hoisted. On the afternoon of the 11th, the weather improved a little, and a start was made at 3.30 p.m. without having been able to communicate. At the eastern entrance of the Strait the squalls recommenced, and at 5.30 the ship anchored under Hainan Head in 16 metres. On the morning of the 12th the weather cleared, and another start was made at eight o'clock. The rest of the passage to Hongkong was made in fine weather, with clear sky. There was a strong wind from the E.N.E. and a high sea. Hongkong was reached without further incident on Friday at 5 a.m. The remainder of the report deals with the nature of the injury to the coupling.

FIRST Burglar: 'Why, what's the matter? Have you been in a railway accident?' Second Burglar (on crutches): 'Oh, no; but I broke into a house where a woman was sitting up waiting for her husband, and she mistook me for him.'

WHY EXPERIMENT ON YOURSELF

WITH remedies of doubtful utility when you can get Chamberlain's Cough Remedy, which has stood the test of time? Twenty-five years' sale and use have proven that remedy to be a prompt and certain cure for colds. It will cure a cold in a day if taken as soon as the cold has been contracted and before it has settled in the system. Sold by All Dealers. Watkins & Co., General Agents.

OUR GREATEST COLONIAL PORT.

The report of the Harbour-master of Hongkong on the shipping returns for the port during 1898 shows evidence of continued progress in the greatest of our colonial ports. From the first years of its existence as a British possession the Government has always realized that the index of Hongkong's prosperity lies in the shipping returns. Thus, Sir John Bowring, who presided over the destinies of Hongkong at the close of the fifties, wrote a despatch in which he said:—

'Believing that the satisfactory development of our prosperity is mainly due to the emancipation of all shipping and trade from fiscal vexations and exactions, I trust that no Custom-house machinery will ever be introduced, either for the collection of tariff or harbour dues or for any purpose which may check the free ingress and egress of all shipping to and from the port nor the free transfer of commodities from hand to hand. Hongkong presents another example of the elasticity and potency of unrestricted commerce, which has more than counterbalanced the barrenness of the soil, the absence of the agricultural and manufacturing industry, the disadvantages of its climate and every impediment which would clog its progress.'

'We took possession of the port at a period when we were releasing our shipping from the navigation laws, and its early history in our hands was coeval with the adoption of free trade at home. Apart from its concrete results the success of that policy in Hongkong is most valuable as an object-lesson.'

'Hongkong is a fair example of the truth too often lost sight of—that ports suited to shipping are not completed by nature, but by human efforts extending over lengthy periods. Over four years after taking possession of the island we find *The Times* in its City article saying:—'Hongkong has quite lost caste as a place for mercantile operations.' (*The Times*, April 6, 1846; quoted by Eitel in 'Europe in China.') The same article gives a doleful account of firms which had wound up their establishments. Yet no cataclysm had changed its geographical and maritime advantages, and the port was destined to win prosperity before the opening of the Suez Canal. The one thing missing was the accommodation of the port. The same lesson is being painfully learned in Manchester to-day. It is one thing to build a ship canal; it is another thing to create a port. As the accommodation of Manchester in the way of grain elevators, &c., is increased, the shipping for which there is a demand is not slow to follow. Sir Henry Pottinger, in taking possession of Hongkong, stated that the place was 'merely to be looked upon as a sort of bonded warehouse in which merchants could deposit their goods in safety until it should suit their purposes to sell them to native Chinese dealers or to send them to a port or place in China for sale.' But an island and a harbour do not make quays, railroads, warehouses, and docks. These require both time and capital.'

Bearing these facts in mind, it is satisfactory to find that in 1898 the total tonnage entering and clearing was 17,265,780 tons, or over three-quarters of a million tons more than in any previous year, and 1,327,606 tons above the total for 1897. These figures, though interesting as a test of progress, are, perhaps, of little scientific value as they embrace all classes of tonnage from junks and Canton river craft to sailing vessels and ocean-going steamers. It is necessary to bear this clearly in mind since misleading comparisons are frequently made with the great ports of London, Cardiff, and Liverpool, which are sometimes credited merely with their ocean-going tonnage in order to establish an apparent superiority for Hongkong.

The river-steamers are employed in little else but passenger and coolie traffic, and for these a deduction of 3,534,044 tons has to be made, of which all but 5,000 tons are under the British flag. Then the junk trade is responsible for 4,012,981 tons entered and cleared, of which total 409,840 tons is made up by conservancy and dust boats, which can hardly be seriously included. We have left the very respectable total of 9,718,755 tons for the ocean-going trade, of which 5,177,529 tons are under the British flag. This British tonnage represents 29 9 per cent. of the total tonnage of all kinds entered and cleared, as against 20.4 per cent. foreign. The river tonnage brings the British percentage up to 50.3 per cent. of the total. Deducting these percentages there remains the junk tonnage which is 23.2 per cent. of the total. From an excellent diagram in the report we gather that, unlike the steam tonnage, the junk trade has shown very little tendency to expansion during the last 30 years, and its graphical curve is a series of ups and downs in recent years according to the condition of the rice trade. As the junks are of small tonnage and consequently very numerous, it can be well imagined that the harbour is alive with shipping coming and going. Last year the daily entries averaged 96 vessels, of which over 80 were junks.

One important point in reference to the ocean-going tonnage is the very large proportion of steamers. The sailing vessels only amounted to 121,065 tons, as compared with 4,750,148 tons for steamers. The increase over the previous year in steamers amounted to no less than 487,865 tons, and the cause of this rise is probably contained in the paragraph of the report to the effect that 'the feature in 1898 is that fewer ships made more frequent returns and gave a large increase in tonnage.'

Of the total entries of steamers in the oceanic trade 2,545,055 tons were British, this representing an increase of 154,977 tons over the previous year. The German steam tonnage entering the harbour amounted to 881,094 tons, or an increase of 75,400 tons on the previous year. The figures for Japan are instructive in view of the heavy subsidies which that nation pays, the steam tonnage entering having jumped from 299,658 tons in 1897 to 502,618 tons in 1898. Apart from mails and passengers, ships are only attracted by freights, and it is therefore a matter of some importance as to what commodities the increased shipping is mainly due. A glance at the tables shows them to have been coal and rice. The imports of coal amounted to 817,907 tons, or an increase of 216,423 tons; and the imports of rice to 747,395 tons, or an increase of 380,265 tons. It is curious to note that liquid fuel enters the list for apparently the first time with a beginning of 2,150 tons.

The entire imports amounted in bulk to 3,383,489 tons, or an increase of 645,428 tons. Of these imports, 2,241,194 tons were transhipped and 493,651 tons of coal shipped in bunkers. The transit cargoes amounted to 2,020,322 tons. These bring the grand total of cargoes handled by the different ships up to 8,143,656 tons, which works out to 61 per cent. of the total tonnage of shipping entered and cleared, or 80 per cent. if we exclude the river steamers, which are mainly engaged in the passenger and coolie traffic. In other words, one ton of shipping was engaged for every eight-tenths of a ton of cargo.

The Harbour-master modestly notes that he has no special machinery for arriving at these cargo statistics, and that he is dependent for accuracy on the voluntary returns of the different shipowners' representatives. Since, however, the same may be said of the returns of exports and imports in nearly all our trade statistics, and since quantitative estimates based on freights earned are more likely to be accurate than estimates of values, we may just as reasonably accept these useful figures in this valuable report.

THE TRANSVAAL CRISIS.

THE HOME SECRETARY ON THE SITUATION.

London, September 27.—A detachment of the Balloon Section of the Royal Engineers sails for South Africa on Saturday next in the Cape Mail steamer.

Sir Mathew White Ridley, the Home Secretary, speaking at Blackpool last night, said that, if we are compelled to go to war with the Transvaal, it would not be on the question of the suzerainty or the franchise, but to redress the grievances of the Uitlanders.

THE MOVEMENT OF TROOPS.

The Leicester Regiment, the Dublin Fusiliers, the 18th Hussars, and three Batteries of Artillery, besides a detachment of the Royal Engineers, altogether making a force of 3,500 men, are encamped at Dundee on the Natal border.

The 1st Battalion King's Royal Rifles, and the 5th Lancers, have arrived at Ladysmith in Natal.

A further force, fourteen hundred strong, and comprising two hundred officers, will sail in the *Braemar Castle* next week for the Cape.

Great Britain has arranged for the shipment of three thousand mules from New Orleans for South Africa in October.

It is reported that the Military authorities are vastly gratified at the promptitude and smoothness with which the Indian reinforcements have been dispatched. But it cannot be said that the public are equally gratified with the transport arrangements here. The results actually achieved during the past eight days to date are that the two small vessels *Zibenguln* and *Zagathla*, which have been lying at Birkenhead for several days, have received five hundred men from Aldershot, consisting of the 18th, the 62nd, and the 7th Field Batteries of the Royal Artillery. Yesterday, at the last moment, the discovery was made that it was impossible to ship either the guns or the carriages; and the departure has therefore been delayed until to-day.

Waterloo Station was a scene of continual bustle and excitement on Saturday with the departures of those sailing in the Union Line steamer *Norman*, from Southampton. Among those going were several war correspondents, including Mr Melton Prior.

The officers on board the *Norman* are General J. D. French, commanding the Cavalry Brigade; Major D. Haeg, Brigade Major; Lieutenant J. Milbanke, A.D.C.; Captain Lord Douglas Compton; Captain Claude Willoughby of the 9th Lancers; Colonel Appleby of the Ordnance; Major Milton, of the Yorkshire Light Infantry; Captain Wood, of the Devonshire Regiment; Captain Russell R.A.; Captain Shakerley, and Captain H. Richards, of the 60th Rifles; and Lieutenant Johnson, also of the 60th Rifles.

An ammunition column will be despatched from Southampton on Saturday next on board the Union Liner *Gallia*, consisting of eight officers and 194 non-commissioned officers and men. Part of the column will be landed at Cape Town, and the remainder will go on to Natal.

The *Kinfauns Castle*, which also leaves next Saturday from Southampton, takes 25 special officers and 300 men, mostly forming Army Service Companies. The Army Service Corps now at Devonport have received orders for more men for the Supply Department.

It is now stated that General Sir Redvers Buller will sail for the Cape on the 7th October.

All arrangements for the conditional hiring of transports are now concluded with the different steamship companies.

Heavy charges for demurrage will become due if the negotiations with the Transvaal Government are protracted.

The Vienna correspondent of the *Daily Chronicle* telegraph that the Anglo-German agreement for the occupation of Delagoa Bay, which has hitherto been kept secret, will be shortly published.

The 1st Battalion of the Grenadier Guards, at Windsor, and 1st Battalion of the Scots Guards, at Chelsea, are both under orders to hold themselves in readiness for departure.

Elaborate preparations are going forward at Maryhill Barracks, Glasgow, to meet emergencies. The Scottish Rifles have long been under orders; and another regiment, fully equipped, will be kept in readiness for embarkation at the shortest notice.

Bombay, Sept. 28th, 12-12 p.m.—The departure of the remaining squadrons of the 5th Dragoons has been delayed owing to an outbreak of anthrax, and the *Virawi* and the *Patiala* are waiting for them.

The hired transport *Nevasa* has sailed with an ammunition column.

London, September 28.—To-day's announcement regarding the despatch of an Army Service Corps makes it possible to take a general survey of the force now on its way, or about to proceed, to the Cape.

Exclusive of the Indian Contingent, and the Garrison as that stood in June last, the complete list is as follows:—

Artillery.—The 18th 62nd, 75th, and 53rd Field Batteries.

Engineers.—The Telegraph and Balloon Sections.

Infantry.—Five Battalions.

Army Service Corps.—Practically the whole Corps.

Ordinance Corps.—Field Park, 4th Company, and an Ammunition Column.

Army Medical Corps.—The 1st Stationary Hospital. The 12th, 18th, 25th, and 11th (2nd section), and 26th Field Hospitals; a Medical Stores Depôt; and a Veterinary Hospital.

Bombay, Sept. 28.—Owing to further cases of anthrax, the remaining squadrons of the 5th Dragoon Guards are unable to sail for Durban, and have been sent back to the Deolali Rest Camp for a few days.

Bombay, Sept. 29.—It is believed that the 4th Dragoons will replace the two squadrons of the 5th Dragoons for service in South Africa, unless the anthrax disappears within the next ten days.

London, September 28th.—The contingent sailing in the *Braemar Castle* for the Cape consists of the Army Service Corps, for a complete Army Corps.

London, Sept. 29.—The Government have provisionally engaged seventy transports to take troops to the Cape in the event of hostilities.

General Sir Redvers Buller has now completed the selection of his Staff which accompanies him in the event of his going to the Cape.

New Zealand is sending a force of two hundred men to South Africa.

The 1st Battalion of the Grenadier Guards stationed at Gibraltar, which was under orders for home, has been detained, and it is believed will go to the Cape.

Arrangements have been completed at Pretoria to defend the borders, and the Burghers are now congregated in the towns, anxious to advance, but the authorities are determined to restrain them and to avoid a collision with the British.

Reuter wires from Johannesburg that the Commandant-General has ordered the Commandoes to assemble at defined points on the Natal border.

The Military movements are being kept profoundly secret by the Government. This evening's papers, however, report that the Cabinet to-day decided to despatch an Army Corps to South Africa immediately.

The Grenadier Guards are not to be detained at Gibraltar, as was reported, but have sailed for England.

The British forces and the Boers are strongly concentrating on the Northern Frontier of Natal.

All Burghers have been warned for immediate service.

MR BALFOUR DESCRIBES THE DEADLOCK.

London, September 28.—The Right Hon. A. J. Balfour, speaking at a meeting at Dundee to-day, said the Government had striven to bring about a peaceful and an honourable solution of the difficulty with the Transvaal; and if they failed the fault would rest with (? on) other heads. The Government, he said, had not yet abandoned all hope of a peaceful settlement but it seemed to him that the point had been reached when the Transvaal refused to yield, and Great Britain could not and would not give way. The interests of South Africa, of civilization, and of honour, made that impossible.

A PROMINENT CAPE M.P. INTERVIEWED.

Mr Frank Thompson, a Member of the Cape Parliament, on being interviewed on his arrival in London, said he did not believe that there would be war. Large numbers of Boers from the Transvaal and the Orange Free State had taken refuge in Griqualand and in Cape Colony. Mr Thompson believes that, in case of war, a third of the Boer population will refrain from fighting. Anglo-Dutch fusion was an impossibility; but the Dutch, he said, were disunited among themselves. The stories current of immense Dutch forces were nonsense. The Transvaal could put into the field 16,000 men; and the Orange Free State 6,000. Pretoria, however, had been powerfully fortified at a lavish cost. Mr Rhodes, he said, was following affairs closely, and in conversation lately had predicted that in five years' time the Confederation of South Africa would be an accomplished fact.

LATE TELEGRAMS.

The Darjeeling Disaster.

Bombay, Sept. 29.—Upon hearing of the disaster at Darjeeling, the Queen telegraphed to the Viceroy her profound sympathy with the bereaved European and native families, and asked for details of the occurrence.

Calcutta, Sept. 29.—Another small slip occurred on Happy Valley estate yesterday. The weather still continues fine; and the roads are being cleared as quickly as possible.

The latest opinion of experts is that the disaster was caused owing to a waterspout on Tiger Hill.

The Scarcity in India.

Bombay, Sept. 29.—Consequent upon the serious scarcity, the Viceroy has abandoned his tour to Ajmere, as well as to Rajputana, but visits Bhopal, Gwalior, and the North-West provinces, holding a Durbar at Lucknow.

In December the Viceroy visits privately the principal centres suffering with Plague and Famine, possibly going to Bombay and the Deccan.

A Raid by Armed Bhils.

Bombay, Sept. 26.—A large body of armed Bhils have raided the country near Khergam.

The District Police, reinforced by Native Infantry from the British Cantonment at Baroda, overtook the raiders. Desperate fighting ensued, the Bhils losing a hundred killed and wounded. Thirty-nine dead Bhils were counted on the field after the fight.

Cromer's Return to Egypt.

London, Sept. 27.—Lord Cromer and Mr J. L. Gorst, Finance Minister, have started for Egypt.

Another win for 'Flying Fox.'

London, Sept. 29.—The race for the Jockey Club Stakes on Thursday resulted as follows:—

Flying Fox	1
Scintillant	2
Choson	3

The Durand Football Tournament.

Simla, Sept. 27.—In the Durand Tournament to-day the finals resulted in a draw after a great struggle, the Yorkshires goal being constantly attacked, but so well defended that the Black Watch were unable to score, though the game was prolonged till dark. The match will be played on Friday.

Mails.

The Imp. German Mail s.s. *Bayern*, with the GERMAN MAIL, left Singapore on Thursday, the 12th Oct., at 10 a.m., and may be expected here on or about Wednesday, the 18th Oct.

The O. & O. Co.'s s.s. *Coptic*, with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 29th September.

The C. P. R. Co.'s s.s. *Empress of India* left Vancouver on Wednesday morning, the 11th Oct. for Hongkong, via usual ports of call.

Steamers Expected.

The H. A. L. steamer *Sibiria*, from Hamburg, left Singapore for this port on the 9th Oct., and may be expected here on or about the 15th Oct.

The O. S. S. Co.'s steamer *Machaon*, from Liverpool, left Singapore on the 11th Oct., and may be expected to arrive here on 17th Oct.

The s.s. *Suisang*, from Calcutta and Straits, left Singapore for this port on Thursday, the 12th Oct., at 5 p.m.

The N. Y. K. s.s. *Kasuga Maru* left Thursday Island via Manila, for this port, on the 6th Oct., and is expected to arrive here on the 19th Oct.

The P. & O. Co.'s s.s. *Pekin* left Bombay for this port on the morning of the 5th Oct.

The N. Y. K. s.s. *Miiki Maru* left Bombay, via ports, for this port on the 4th Oct., and is expected to arrive here on the 23rd Oct.

The N. G. I. s.s. *Bormida* left Bombay for this port on the 7th Oct., and is due here on or about the 26th Oct.

The C. N. Co.'s steamer *Changsha* left Sydney on 21st Sept.

Latest Advices.

The s. s. *Guthrie*, from Sydney, &c., left Port Darwin on the 14th October, for this port.

To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned will Sell by PUBLIC AUCTION,

ON

THURSDAY,

the 19th October, 1899, at 2.30 P.M., at his Sales Room, DUDDELL STREET,—

A QUANTITY OF

HOUSEHOLD FURNITURE,

Comprising:—

SILK TAPESTRY and PLUSH COVERED DRAWING ROOM SUITE, and EASY CHAIRS, BEVELLED OVERMANTELS, TEAK WHATNOTS, TEA TABLES, VASES, ORNAMENTS, CANTON BLACKWOOD WRITING DESKS, TEA-POYS, STOOLS and EASELS, WHITE LACE CURTAINS, Etc., Etc.

TEAK SIDEBOARD, EXTENSION DINING TABLES, DINING CHAIRS, DINNER WAGGONS, CHIFFONNIERS, WRITING TABLES and DESKS, CUTLERY, GLASS and CROCKERY WARE, Etc., Etc.

BRASS MOUNTED IRON BEDSTEADS, CARVED TEAK WARDROBES with BEVELLED GLASS DOORS, TEAK BUREAU with MIRROR, TOILET TABLES, MARBLE-TOP WASHSTANDS, TOILET CROCKERY, RUGS, CARPETS, Etc., Etc.

Several New and Second Hand BICYCLES (Lady's and Gents').

On view from *Wednesday*, the 13th Oct. Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. P. LAMMERT, *Auctioneer.*

Hongkong, October 14, 1899. 2271

FOR YOKOHAMA AND KOBE.

THE H. A. L. Steamship HEIDELBERG, Captain R. SCHÜDER, will be despatched for the above Ports on MONDAY, the 16th Inst., at 5 p.m.

This Steamer has superior Accommodation for First and Second-Class Passengers and carries a Doctor and Stewardess.

For Freight or Passage, apply to

SIEMSSEN & Co., *Agents.*

Hongkong, October 14, 1899. 2267

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE N. D. L. Steamship *Heidelberg*, Captain SCHÜDER, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, and Stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st Oct. will be subject to rent.

All Broken, Chafted, and Damaged Goods are to be left in the Godowns, where they will be examined on the 21st Inst., at 3 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co., *Agents.*

Hongkong, October 14, 1899. 2268

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *CHUSAN*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From LONDON, &c., ex s. s. *Oceana* and *Himalaya*. From ITALY, ex s. s. *Thames* and *Ceylon*. From AUSTRALIA, ex s. s. *Australia*. From PERSIAN GULF, ex s.s. B. I. S. N. and B. and P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 a.m. TO-DAY.

Goods not cleared by the 20th Oct., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns, and a Certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, *Superintendent.*

Hongkong, October 14, 1899. 2269

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Steamship *Posidon* having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence delivery may be obtained.

This Vessel brings Cargo:—

From TRIESTE, ex s. s. *Erz. Fr. Ferdinand* transhipped at BOMBAY. From VENICE, ex s. s. *Massimiliano*, transhipped at TRIESTE.

Optional Cargo will be discharged here.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon on the 21st Inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st of Instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., *Agents.*

Hongkong, October 14, 1899. 2270

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Australian Ports	Eastern (s)	Gibb, Livingston & Co.	Oct. 21, at 4 p.m.
Australian Ports	Yawata Maru (s)	Nippon Yusen Kaisha.	Oct. 27, at 4 p.m.
Bremen & Ports of Call	Bayern (s)	Norddeutscher Lloyd.	Nov. 8, at 9 a.m.
Havre and Hamburg	Heidelberg (s)	Carlowitz & Co.	About Nov. 5.
Havre and Hamburg	Andalusia (s)	Carlowitz & Co.	About Nov. 15.
Havre and Hamburg	Sibiria (s)	Carlowitz & Co.	About Nov. 20.
Havre and Hamburg	Bamberg (s)	Carlowitz & Co.	About Nov. 30.
London v. Suez Canal	Calchas (s)	Butterfield & Swire.	October 17.
London v. Suez Canal	Hector (s)	Butterfield & Swire.	October 14.
London v. Suez Canal	Orestes (s)	Butterfield and Swire.	October 31.
London	Java (s)	P. & O. S. N. Co.	About Nov. 2.
Manila	Eastern (s)	Gibb, Livingston & Co.	Oct. 21, at 4 p.m.
Manila	Venus (s)	Brandao & Co.	Oct. 16, at 4 p.m.
Marseilles v. Saigon	Laos (s)	Messageries Maritimes	Oct. 21, at Noon.
Marseilles, London, &c.	Oanfa (s)	Holliday, Wise & Co.	October 30.
Marseilles, London, &c.	Tamba Maru (s)	Nippon Yusen Kaisha.	Oct. 21, at noon.
Marseilles, London, &c.	Kawachi Maru (s)	Nippon Yusen Kaisha.	Nov. 3, at noon.
N'saki, Kobe & Y'ma.	Kasuga Maru (s)	Nippon Yusen Kaisha	Oct. 21, at 4 p.m.
N'saki, Kobe & Y'ma.	Rosetta (s)	P. & O. S. N. Co.	Oct. 15, at noon.
New York v. Suez Canal	Argyll (s)	Dodwell & Co., Ltd	About Oct. 25.
Philadelphia & N. York	St. Mark	Arnhold, Karberg & Co	Quick despatch.
Portland, Oregon	Abergeldie (s)	Dodwell & Co. Limited	Nov. 11, at noon.
San Diego v. Japan.	Thyra (s)	Butterfield & Swire.	October 20.
S. Francisco v. Japan.	Coptic (s)	O. & O. S. S. Co.	Nov. 4, at noon.
S. Francisco v. Japan.	Onsang (s)	Pacific Mail S. S. Co	Oct. 25, at Noon.
S. Francisco v. Japan.	Nippon Maru (s)	Toyo Kisen Kaisha.	Oct. 19, at noon.
Seattle, U.S.A.	Kinshiu Maru (s)	Nippon Yusen Kaisha.	Oct. 19, at 4 p.m.
Shanghai	Bayern (s)	Norddeutscher Lloyd.	About October 19.
S'hai, N'ki, K'be & Y'ma	Malacca (s)	P. & O. S. N. Co.	About Oct. 22.
S'tow, Amoy, & F'chow	Haitan (s)	Douglas Lapraik & Co.	Oct. 17, daylight.
Swatow, Amoy & T'sui	Haimun (s)	Douglas Lapraik & Co	Oct. 15, daylight.
Swatow, Amoy & T'sui	Maidzuru Maru (s)	Mitsui Bussan Kaisha.	Oct. 15, daylight.
Tacoma (Wash.), &c.	City of Dublin (s)	Dodwell & Co., Limited	Oct. 17, at noon.
Vancouver (B.C.), &c.	Empress of China (s).	Canadian P'fic R. Co.	Oct. 25, at noon.
Vladivostock	Hakuai Maru (s)	Nippon Yusen Kaisha.	Oct. 26, at noon.
Y'hama, K'be & N'saki	Hohenzollern (s)	Norddeutscher Lloyd.	About Oct. 19.
Yokohama and Kobe.	Changsha (s)	Butterfield & Swire.	October 20.
Yokohama and Kobe.	Heidelberg (s)	Siemssen & Co.	Oct. 16, at 5 p.m.

SHIPPING.

ARRIVALS.

October 13.

Lyeemoon, German steamer, 1,238, G. Henermann, Shanghai Oct. 10, General.—SIEMSSEN & Co.

Poseidon, Austrian str., 2,432, A. Leva, Singapore October 7, General.—SANDER, WIELER & Co.

Heidelberg, German steamer, 2,145, R. Schuder, Hamburg and Singapore Oct. 2, General.—SIEMSSEN & Co.

Chusan, British steamer, 2,852, E. Street, Bombay Sept. 26, and Singapore Oct. 8, Mails and General.—P. & O. S. N. Co.

Conch, British steamer, 2,295, Stock, Singapore Oct. 6, Kerosine.—ARNHOLD, KARBERG & Co.

Endymion, British cruiser, 7,350, G. A. Callaghan, Manila Oct. 11.

October 14.

Anping, Chinese str., from Canton.

Mongkut, British str., 859, N. G. Major, Bangkok via Koh-si-chang Oct. 2, Rice.—YUEN FAT HONG.

Kong Beng, British steamer, 862, F. W. Joslin, Saigon Oct. 6, Rice and General.—BUTTERFIELD & SWIRE.

Nanyang, German steamer, 983, Th. Lehmann, Hongay October 11, Coal.—SIEMSSEN & Co.

Haimun, British str., 636, W. J. Davis, Swatow October 13, General.—DOUGLAS STEAMSHIP Co.

City of Dublin, British steamer, 2,155, Rae, Haiphong Oct. 10, Ballast.—DODWELL & Co., LD.

Tetartos, German str., 1,578, T. Desler, Saigon Oct. 9, Rice.—SIEMSSEN & Co.

Kwang Lee, Chinese steamer, 1,505, R. L. Lincoln, Shanghai Oct. 11, General.—C. M. S. N. Co.

Phra Chula Chom Klao, British steamer, 1,012, E. E. McLellan, Koh-si-chang Oct. 7, Rice and Timber.—YUEN FAT HONG.

Wm. H. Connor, American ship, 1,424, J. T. Erskine, New York May 7, and Rio Janeiro July 11, Kerosine.—STANDARD OIL Co.

DEPARTURES.

October 14.

Coromandel, for Europe, &c.
Cheang Hock Kian, for Amoy.
Taifu, for Hongay.
Pakhoi, for Vladivostock.
Sanuki Maru, for Kobe.
Amara, for Swatow.
Lyeemoon, for Canton.
Propontis, for Amoy.
Tailee, for Mauritius.

CLEARED.

Challenger, for New York.
Nanyang, for Canton.
Kwongsai, for Bangkok.
Maidzuru Maru, for Swatow.
Haimun, for Swatow.

PASSENGERS.

ARRIVED.

Per *Lyeemoon*, from Singapore, Mr Wilbrandt, and 86 Chinese.

Per *Poseidon*, from Singapore, Revs. Verbruggi and B. H. Philip, and 367 Chinese.

Per *Heidelberg*, from Singapore, Messrs Linke, Otto, Dierks, Wirth, and 268 Chinese.

Per *Chusan*, for Hongkong: from London, Messrs J. J. Marques da Silva and T. Salinger; from Gibraltar, Rev. Jose S. R. Souza, Lt. and Mrs Tavares and daughter; from Bombay, Mr M. S. Sassoon; from Colombo, Lieut. Bridges; from Singapore, Mr S. B. Terry, Miss Sofia Kiriachidis, Messrs Gutirrez and Dalicto. For Shanghai: from London, Misses Michie and Mowart, Mrs Rawcliffe, Mr Russell, Mr and Mrs T. Vale, Messrs R. W. Kennett, C. H. Judd, R. N. Lewis, F. Traub, W. E. Hampson, Miss Haston, and Rev. A. Weir; from Marseilles, Messrs Michez, Harry Lawson, Goertz, and Horner; from Penang, Mr and Mrs Pike; from Singapore, Mr J. S. Ker. For Yokohama: from Aden, Misses Hare and M. C. Hare; from Bombay, Mr A. G. Hudson; from Colombo, General and Mrs C. E. McVittie, and Mr Collins.

Per *Kong Beng*, from Saigon, 69 Chinese.

Per *Kwang Lee*, from Shanghai, Mrs Reiber, Mr T. W. Boweron, and 141 Chinese.

DEPARTED.

Per *Diamante*, for Manila, Mrs J. Charles, Mrs E. Morrison, Mr A. Arnoux, Mr H. K. Hass, Mrs J. F. Smith and child, Mr Irwin Turner, Mr G. A. March, Mr and Mrs Reiss, Mr J. de Garchitorena, Mrs Cortijo, Colonel McClure, Messrs J. Paggi, J. Gonsales, W. M. Haywood, Frank Freeman, Malvino Caro, J. Pantouch, A. Kozlinsky, D. Schiefer, 46 Chinese for U.S. transport *Columbia*, 4 Japanese, and 131 Chinese.

SHIPPING REPORTS.

The British steamer *Mongkut* reports: Left Koh-si-chang Oct. 2nd, with moderate winds and fine clear weather up to Padaran; thence set in strong winds up to Paracels; then heavy gales of typhoon force causing ship to labour heavily; on the 12th, fell in with a large launch, the *On Lee*; abandoned, took her in tow; afterwards with light to fine clear weather.

The British steamer *Kong Beng* reports: Began light N'ly to N.W'ly wind and moderate head sea; to fresh N.W. gale and high cross sea; strong E'ly to N.E. wind and high N.E. sea to port.

The Chinese steamer *Kwang Lee* reports: Light to moderate N.E'ly and variable winds and very fine clear weather.

POST OFFICE NOTICES.

MAILS will close:—

For NAGASAKI, KOBE & YOKOHAMA.
Per *Rosetta*, at 9 a.m., on Sunday, the 15th October.

For CANTON.—
Per *Powan*, at 9 a.m., on Sunday, the 15th October.

For SHANGHAI.—
Per *Kiukiang*, at 11 a.m., on Monday, the 16th October.
Per *Anping*, at 1 p.m., on Monday, the 16th October.
Per *Taksang*, at 3 p.m., on Tuesday, the 17th October.

For HOIHOW, SINGAPORE & BANGKOK.—
Per *Phranang*, at 4 p.m., on Monday, the 16th October.

For KONGMOON, SAMSHUI & WUCHOW.—
Per *Wuchow*, at 4 p.m., on Monday, the 16th October.

For SWATOW, AMOY & FOOCHOW.
Per *Haitan*, at 5 p.m., on Monday, the 16th October.

For SWATOW.—
Per *Pakshan*, at 9 a.m., on Tuesday, the 17th October.

For KOBE, YOKOHAMA, VICTORIA (B.C.), & SEATTLE (U.S.A.)
Per *Kinshiu Maru*, at 3 p.m., on Thursday, the 19th October.

For KOBE & YOKOHAMA.—
Per *Changsha*, at 11 a.m., on Friday, the 20th October.

For SINGAPORE, SAMARANG & SOURABAYA.—
Per *Hinsang*, at 11 a.m., on Friday, the 20th October.

For SINGAPORE, PENANG & COLOMBO.—
Per *Tamba Maru*, at 10 a.m., on Saturday, the 21st October.

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet *Nippon Maru* will be despatched on WEDNESDAY, the 19th Oct., with Mails, for Shanghai, Japan, San Francisco the United States, Canada, Honolulu, Peru, &c., which will be closed at follows:—
10.00 A.M. Registry ceases.
(Registration, with late fee of 10 cents up to 10.45 a.m.)
11.00 A.M. Post Office closes, but Correspondence may be posted on board the Packet.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.—
The Canadian Pacific Mail Packet *Empress of China* will be despatched on WEDNESDAY, the 25th October, with Mails, for Shanghai, Japan, United States, Canada, &c., which will be closed as follows:—
10.00 A.M. Registry ceases.
(Registration, with late fee of 10 cents, up to 10.45 a.m.)
11.00 A.M. Post-Office closes, but Correspondence may be posted on board the Packet, *with the Late Fee of 10 cents extra Postage*, until the time of departure.

Exchange.

HONGKONG, October 14, 1899.

On London—	
Bank, Wire,	1/10⅞
,, On demand,	1/10 15/16
,, 30 days' sight,	1/11 1/16
,, 4 months' sight,	1/11⅛
Credits, 4 ,, ,,	1/11¼
Documentary, 4 months' sight,	1/11⅜
On Paris—	
On demand,	2.41½
Credits, 4 months' sight,	2.47
On Berlin—Demand,	1.95½
On New York—	
On demand,	46¼
Credits, 60 days' sight,	47⅛
On Bombay—	
Wire,	141¼
On demand,	142¼
On Calcutta—	
Wire,	141¼
On demand,	142¼
On Singapore—	
On demand,	1% pm.
On Manila—	
On demand,	2½% pm.
On Shanghai—	
On demand,	72⅞
30 days' sight, (private paper)	73⅜
On Yokohama—	
On demand,	6½% pm.
Gold Leaf, 100 fine, (per tael)	$53.60
Sovereigns (Bank's buying rate)	$10.43
Silver (per oz.)	26¾d.

Opium Quotations.

HONGKONG, October 14, 1899.

New Patna, cash,	920
New Benares, cash,	900
New Malwa, credit,	85/86
Allowance, Taels,	16
Last Year new,	86/88
Allowance, Taels,	—
Old Malwa credit,	67/77
Allowance, Taels,	—
Persian, Oily, cash,	77/78
Allowance Taels	—
Persian, Paper tied,	85/86

HONGKONG SHARE MARKET.

In their Weekly Share Report dated Hongkong, 13th October, Messrs Benjamin, Kelly and Potts report:—

With the exception of fairly large purchases of Indo Chinas for the North, business has remained very inactive.

Banks.—Hongkong and Shanghai Banks continue out of favour owing to political affairs and are obtainable in small lots at 338 per cent. premium. The London rate dropped to £58 but has since risen to £59. Nationals are wanted at $27.

Marine Insurances.—Unions are steady at $242 ex the dividend of $18 per share paid to-day. China Traders are obtainable at $60½ ex the dividend of $4 per share paid on the 11th instant. Cantons are steady with buyers at $147½.

Fire Insurances.—Hongkong Fires have been sold at $330.

Shipping.—Hongkong, Canton and Macao Steamboats have been done in small lots at $30 and $29¾. Indo Chinas experienced a sharp rise owing to a strong demand from the North and shares have been sold at advancing rates up to $79. Douglas Steamships have been placed at $47½ and $48. Star Ferries have changed hands at $19 and $19¼.

Refineries.—Continue out of favour.

Mining.—Punjoms advanced to $11 sales but did not maintain the rate and are again obtainable at $10½. Charbonnage sare firm at $245. Queen Mines have been fixed at 45 cents. Jelebus are easier and have been done at $14.35 and $14.25. Raubs have been taken off the market at $64 and $64½ and close steady. Great Eastern and Caledonians are enquired for at $2.

Docks, Wharves and Godowns.—A small sale of Hongkong and Whampoa Docks at 515 per cent. premium has been effected. Kowloon Wharf shares have been negotiated at $94 and $93.

Lands, Hotels and Buildings.—Hongkong Lands have been placed at $106, $107 and $107½. West Points have been booked at $30. China Providents are in demand at $9½.

Cotton Mills.—Hongkong Cottons have been fixed at $60.

Miscellaneous.—Green Island Cements have been done at $28½ and $28¾, and are steady with buyers at $28¾. Electrics have been sold at $13.

ENGLAND AND THE TRANSVAAL.

AN IMPORTANT TUNNEL.

There is a point on the borders of Natal and the Transvaal where, if peace be not preserved, an incident partaking of the romance of war may shortly be enacted. Round camp-fires and in messrooms the story of what may happen may come to be known as the 'Race for the Tunnel.' In this wise.

Natal with Zululand (which was annexed to the colony after the Zulu war) is separated from the Orange Free State and the South African Republic by a tract of mountainous country which may be said to consist of the irregular southern spurs of the great Drakenberg range of mountains dividing the Transvaal from Portuguese East Africa. The borders of Natal proper march but a very few miles with those of the Transvaal, but those few miles of boundary are rendered of supreme importance because it is just here that the railway connecting the two countries runs. Even before the railway existed, the importance of this borderland—where Natal shoots out at a narrow tongue at the Transvaal—is attested by the military operations at Laing's Nek and Majuba Hill, which formed the crisis of the war in 1881. Broadly speaking, it is the only point in many miles of mountainous frontier at all suited for the passage of large bodies of troops. Even so, the only alternative to the existing railway is a rough muletrack over the mountains. It is obvious, therefore that the railway at this point is doubly important for military purposes.

The last stopping-place on the Natal side is at Charlestown, and the first station on the Transvaal side is Volksrust. Between these two—but wholly in Natal—is a tunnel of considerable length. That tunnel is important. A sufficient charge of dynamite could destroy it so that it could not be repaired for months, and all that time railway communication between Natal and the Transvaal would be completely cut off. In the event of hostilities—perhaps a few hours before they break out—perhaps even to become the cause of hostilities—there will be a race for that tunnel. What, then, is happening in this explosive neighbourhood?

For some months it has been persistently rumoured in the colonial newspapers—in the 'Natal Witness,' for one—that a number of suspicious looking trucks, close-covered and unclaimed, have been noticeable in the sidings at Volksrust (on the Transvaal side), and in connection with their mysterious loitering the word 'dynamite' has been whispered abroad. Now the rumor may be worthless, but at least the supposition is likely and reasonable. What then of the countermove? It is an open secret in the colony that for the past few months a Colonel of Royal Engineers has been engaged in surveying the surrounding country. It is also a fact that at Ladysmith—a garrison town and some seventy miles by rail from Charlestown and the tunnel—there are now concentrated several regiments of infantry and a regiment of cavalry. It is said that small parties of troops have been quietly drafted on to Charlestown, and it is probable that special precautions have been taken for the protection of the tunnel. It is equally probable that special precautions have been made on the other side for the seizure of the tunnel as a necessary preliminary to blowing it up. One possible precaution on the British side may be suggested. The railway at this point is a single line. Both ends of the tunnel are controlled in Natal territory. Catch-points may have been set up a quarter of a mile or so from the tunnel near to the Transvaal so that nothing can pass into the tunnel without the knowledge and permission of the man controlling those points, who would be in Natal. In any case, though, it is clear there is ample scope for a sudden swoop on the part of a determined enemy; for the nearest defensive force on a large scale is seventy miles away. Will there be a race to seize that tunnel, and with what result?—*Daily Chronicle.*

'FOR THE BLOOD IS THE LIFE.'—Clarke's World-famed Blood Mixture is warranted to cleanse the blood from all impurities from whatever cause arising. For Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of all kinds, its effects are marvellous. Thousands of wonderful cures have been effected by it. Sold everywhere at 2s. 9d. Beware of worthless imitations. E24

MANY THANKS.

I Wish to express my thanks to the manufacturers of Chamberlain's Colic, Cholera and Diarrhoea Remedy, for having put on the market such a wonderful medicine,' says W. W. Massingill, of Beaumont, Texas. There are many thousands of mothers whose children have been saved from attacks of dysentery and cholera infantum who must also feel thankful. It is for sale by All Dealers; Watkins & Co., General Agents.

REVIEWS.

THE WORLD'S ROUGH HAND. By H. Phelps Whitmarsh. New York: The Century Publishing Co. 1899.

This is a charming autobiographical narrative of adventure in Australia and the Torres Straits. Mr Whitmarsh was in Hongkong a few days ago, and is now in search of other adventures. His book is one of the most fascinating personal narratives we have read for many a day, and we can unreservedly recommend it to our readers.

KIT KENNEDY, COUNTRY BOY. By S. R. Crockett. London: T. Fisher Unwin.

Since the 'Stickit Minister,' Mr Crockett has done no better work than in the volume before us. Indeed, we very much doubt whether a large majority of readers will not prefer 'Kit Kennedy' to that work which has previously been acknowledged as our author's greatest triumph. When we say that there is not an unentertaining page in the whole book, we do not pay it a compliment, but simply state a plain matter of fact truth. The characters, even the very subordinate ones, are drawn with that graphic fidelity, which places them before us, not as mere puppets, but as actual living personages, while the incidents are described with that vivid picturesqueness in which Mr Crockett has no equal among contemporaneous fiction writers. The story plunges *in medias res.* Lilias Armour, the daughter of a fine old Scotch Covenanter tenant farmer, falls in love with the handsome dashing Christopher Kennedy, classical master at the Cairn Edward Academy, who is secretly a wild and dissipated youth. With him she goes through the form of a Scotch marriage and, shortly after this, he is dismissed his situation and flees the town in debt and disgrace. This is the moment chosen, for the entrance of the villain, Walter MacWalter, upon the scene. He produces what purports to be a marriage certificate of Christopher Kennedy and Mary Bisset. Poor Lilias shows her father her own marriage lines, which the stern old man incontinently burns, and, in due course, Lilias's child Kit is born and she herself becomes Mrs MacWalter. Of the subsequent adventures of Kit, how he wins a bursary and goes to college, together with his trials and temptations, we will not speak but leave them to the reader of the book to discover for himself, merely premising that for humour and pathos, nothing like Kit Kennedy has been offered the reading public for the last decade.

THE CONFOUNDING OF CAMELIA. By Anne Douglas Sedgwick. London: William Heinemann. Hongkong: Messrs Kelly and Walsh.

A book dealing with modern society, its ways and mannerisms, 'The Confounding of Camelia' will doubtless prove of interest to a large circle of readers. The heroine is a fine specimen of the up-to-date young lady, with all the ologies and a miscellaneous collection of general knowledge stored away for immediate use when wanted. She has a particularly good opinion of herself and a correspondingly weak one of the rest of humanity. She flirts outrageously, nearly breaking one poor chappie's heart, and, finally, marries her severest mentor Perior. The book is a very readable one and will well repay perusal.

THE AWKWARD AGE. By Henry James. London: William Heinemann. Hongkong: Kelly and Walsh.

Mrs Malaprop has assured us that 'comparison are odorous.' Henry James' latest effort consists of a series of comparisons between the days of our grandfathers and to-day, tending, more or less to show that the good old times, when girls were really modest and chaperonage was essential for the young person, were the best. Mr Longtun, a rich recluse, who has lain dormant in some country village for the best part of half a century, suddenly wakes up and comes out into the world where dwell the grandchildren of those he loved and liked in his halcyon youth. The result acts on the old gentleman's nerves in a most astounding manner, and things get so inextricably mixed up that even Mr James's skill is barely sufficient to set them right again in the inevitable end. It is a lively panorama which is unfolded as the various characters in the story move across the screen. They are not afraid of putting plenty of gesticulation and life into their action while on show, and the lecturer puts language into their mouths which is plain—exceptionally so in places—and not to be mistaken. 'The Awkward Age' is, on the whole, very good reading, and quite up to modern requirements.

CABIN Pianos; very compact, 5 Octaves; iron frames. Transposing Pianos.—Robinson Piano Co.

SOME individuals are so fond of exaggeration that they can't even start a bank account without wanting to overdraw it.

'THE Health and Vigour of an individual depend upon the quantity and quality of the Blood. When the tissues have been at work, there are thrown into the blood, waste products, and if these be not eliminated but (through any cause) detained in the blood they influence nutrition and function and finally produce organic disease.'—*The Humanitarian.* In cases of Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Sores of all kinds, the effects of Clarke's Blood Mixture are marvellous. Thousands of wonderful cures have been effected by it. Clarke's Blood Mixture is sold everywhere, at 2s. 9d. per bottle. Beware of worthless imitations and substitutes. E24

IN 'Idyls of Killowen,' by the Rev. Matthew Russell, we find the following verses on the subject of Irish temperance:—

Where all are bad, there is not much to choose,
But basest is the solitary booze.
No Irish drunkard takes his pastime so;
When he gets drunk, he lets the neighbours know.

He would have been better, however, in this case to have let the neighbours know—in prose. 'Solitary booze' is a phrase that would hardly satisfy even a Wordsworthian theory of poetic diction.

REV. S. A. DONAHOE

Testifies to the Good Qualities of Chamberlain's Cough Remedy.

ON the 10th of December, 1897, Rev. S. A. Donahoe, pastor M. E. Church, South, Pt. Pleasant, W. Va., contracted a severe cold which was attended from the beginning by violent coughing. He says: 'After resorting to a number of so-called "specifics," usually kept in the house, to no purpose, I purchased a bottle of Chamberlain's Cough Remedy, which acted like a charm. I most cheerfully recommend it to the public.' For sale by All Dealers; Watkins & Co., General Agents.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship HAIMUN, Captain DAVIS, will be despatched for the above Ports TO-MORROW, the 15th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., *General Managers.*

Hongkong, Oct. 14, 1899. 2255

THE OSAKA SHOSEN KAISHA, LD.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship MAIDZURU MARU, Captain T. OGATA, will be despatched for the above Ports TO-MORROW, the 15th Instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, *Agents.*

Hongkong, October 14, 1899. 2231

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

THE Company's Steamship CALCHAS, Captain GREGORY, will be despatched as above on TUESDAY, the 17th October.

For Freight, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, September 25, 1899. 2132

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EASTERN, Captain ELLIS, will be despatched for the above Ports on SATURDAY, the 21st Inst., at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versa.*

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., *Agents.*

Hongkong, October 4, 1899. 2204

Intimations.

CARMICHAEL & BARLOW,

Consulting Engineers, Surveyors and Contractors,

QUEEN'S BUILDINGS.

DESIGNS and Specifications Prepared for any Class of STEAMER. LAUNCHES and LIGHT DRAUGHT VESSELS, a Speciality. Contractors for the supply and erecting of any Type of Mechinery. New Work and Repairs Supervised.

New and Second-hand LAUNCHES FOR SALE.

Telegrams: 'CELESTE' Hongkong. Telephone 232.

H. F. CARMICHAEL. B. J. BARLOW.

Hongkong, April 1, 1899. 825

KWONG YEE ON,

PROVISION DEALER, SHIP CHANDLER AND GENERAL STORE KEEPER.

Special Prices to HOTELS, CANTEENS and SHIPPING.

Careful Attention given to Coast Port Orders.

A trial will prove my Goods to be the Cheapest and Best in the Market.

No. 31, HING LUNG STREET.

Hongkong, March 27, 1899. 775

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPASSES, ADMIRALTY & IMRAY CHARTS. NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE. Christofle & Co.'s ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY in great variety.

DIAMONDS AND DIAMOND JEWELLERY,

A Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 472

ASTHMA CURE

GRIMAULT'S INDIAN CIGARETTES

Recommended by Medical Authorities in Europe, Asia and America for the immediate relief of Asthma and Bronchial trouble, Lyringitis and irritation of the air-passages.

Grimault's Cigarettes ease the feeling of tightness across the chest, and gives a general feeling of repose and comfort, so that you need not neglect your business or sit up all night gasping for breath for fear of suffocation.

Directions for use enclosed with each box.

BETTER THAN COPAIBA!

MATICO

GRIMAULT & Co. CHEMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time, the most inoffensive remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copaiba, do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent

MATICO CAPSULES in [illegible] CASES

For Sale by A. S. WATSON & Co., Chemists. E31

Shipping.

Steamers.

FOR MANILA.

(*Taking Cargo at through rates for* ILOILO & CEBU).

THE Steamer VENUS, Captain D. IMAS, will be despatched as above on MONDAY, the 16th Instant, at 4 p.m., instead of as previously notified.

For Freight or Passage, apply to BRANDAO & Co., *Agents.*

Hongkong, October 13, 1899. 2258

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship HAITAN, Captain ROACH, will be despatched for the above Ports on TUESDAY, the 17th Inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., *General Managers.*

Hongkong, October 13, 1899. 2261

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (*Passing through the* INLAND SEA).

THE Company's Steamship HOHENZOLLERN, Captain H. KIRCHNER, will leave for the above Ports on or about THURSDAY, the 19th Instant.

For further Particulars, apply to MELCHERS & Co., *Agents.*

Hongkong, October 13, 1899. 2261

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Co.'s Steamship BAYERN, Captain E. PREHN, due here with the outward German Mail about the 18th Inst., will leave for the above place about 24 hours after arrival.

For further particulars, apply to MELCHERS & Co., *Agents.*

Hongkong, October 13, 1899. 2262

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship CHANGSHA, Captain MOORE, will be despatched as above on FRIDAY, the 20th Instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines.

A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, October 6, 1899. 2218

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship EASTERN, Captain ELLIS, will be despatched for the above Port on SATURDAY, the 21st Inst., at 4 p.m.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

For Passage, apply to GIBB, LIVINGSTON & Co., *Agents.*

Hongkong, Oct. 11, 1899. 2252

FOR NEW YORK *VIA* SUEZ CANAL.

THE Steamship ARGYLL will be despatched for the above Port, on or about the 25th Instant, and will be followed by

s. s. JOHN SANDERSON, to sail about 31st October.

s. s. ST. JEROME, to sail about 15th Nov.

For Freight, apply to DODWELL & Co., LD., *Agents.*

Hongkong, October 13, 1899. 1942

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON, *VIA* STRAITS.

Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.

THE Company's Steamship OANFA, J. A. DAVIES, Commander, will be despatched as above on the 30th Inst.

For Freight, &c., apply to HOLLIDAY, WISE & Co., *Agents.*

Hongkong, Oct. 11, 1899. 2207

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

THE Company's Steamship ORESTES, Captain PULFORD, will be despatched as above on TUESDAY, the 31st October.

For Freight, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, September 25, 1899. 2135

FOR PHILADELPHIA & NEW YORK.

THE 3/3 A. I. I. American Ship ST. MARK. DUDLEY, Master, shortly expected from MANILA, will load here for the above Ports and will have quick despatch.

For Freight, apply to ARNOLD, KARBERG & Co.

Hongkong, September 30, 1899. 2098

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Names.	Anchorage	Captain.	Flag and Rig.	Tons nett.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Anping	3 c	Stewart	Chi. str	1158	Oct. 14	C. M. S. N. Co.	Shanghai	Oct. 16.
Arratoon Apcar	4 c	Fey	British str.	2879	Oct. 12	David Sassoon, Sons & Co.		
Athenian	6 c	Mowatt	British str.	2440	Oct. 12	U.S. Trooper	....	K'loon Dock
Breconshire	..	Elliott	British str.	2323	Oct. 8	Dodwell & Co., Ld.		
Chusan	k w	Street	British str.	2852	Oct. 13	P. & O. S. N. Co.		
Conch	2 c	Stock	British str.	2205	Oct. 13	Arnhold, Karberg & Co.		
Daphne	4 c	Nissen	Ger. str.	1291	Oct. 13	Siemssen & Co.		
Dr. Hans Jurg Kiser	....	Lersbryggen	Norw. str.	691	Oct. 12	Order		
Empress of China	5 c	Archibald	British str.	3003	Oct. 4	C. P. R. Co.	Vancouver (B.C.)	Oct. 25.
Haimun	5 h	Davis	British str	636	Oct. 14	Douglas Steamship Co.	Swatow and Tamsui	Oct. 15.
Haitan	5 h	Roach	British str.	1183	Oct. 13	Douglas Steamship Co.	Swatow & Foochow	Oct. 17.
Heidelberg	k w	Schuder	Ger. str.	2143	Oct. 13	Siemssen & Co.		
Hinsang	9 c	Crockett	British str.	1544	Oct. 13	Jardine, Matheson & Co.		
Hohenzollern	k w	Kirchner	Ger. str.	2039	Oct. 9	Melchers & Co.		
Keong-wai	3 c	Unsworth	British str.	1115	Oct. 6	Yuen Fat Hong		
Kinshiu Maru	3 c	Brady	Japan. str.	2459	Oct. 6	Nippon Yusen Kaisha	Seattle, U S.A.	Oct. 19.
Kong Beng	3 c	Joslin	British str.	862	Oct. 14	Butterfield & Swire		
Kwang Lee	3 c	Lincoln	Chi. str.	1505	Oct. 14	C. M. S. N. Co.		
Loosok	3 c	Jackson	British str.	1020	Oct. 13	Butterfield & Swire		
Lyeemoon	3 c	Heuermann	Ger. str.	1238	Oct. 13	Siemssen & Co.		
Maidzuru Maru	3 c	Ogata	Japan. str.	807	Oct. 11	Mitsui Bussan Kaisha	Swatow and Tamsui	Oct. 15.
Mongkut	3 c	Major	British str.	850	Oct. 14	Yuen Fat Hong		
Nanyang	3 c	Lehmann	Ger. str.	983	Oct. 14	Siemssen & Co.		
Nippon Maru	4 c	Allen	Japan. str.	3302	Oct. 10	Toyo Kisen Kaisha	San Francisco	Oct. 19.
Onsang	4 c	Young	Brit. str.	1776	Oct. 7	Jardine, Matheson & Co.	San Francisco	Oct. 25.
Petrarch	3 c	Necker	Ger. str.	1687	Oct. 8	Lauts, Wegener & Co.		
Petriana	2 k	Barnwell	British sh.	1139	Oct. 1	Arnhold, Karberg & Co.		
Phra Nang	3 c	Calder	British str.	1021	Oct. 11	Yuen Fat Hong	Hoihow & Bangkok	Oct. 16.
Poseidon	5 c	Leva	Aus. str.	2132	Oct. 13	Sander, Wieler & Co.		
Rosetta	5 c	Talbot	British str.	2039	Oct. 10	P. & O. S. N. Co.	Nagasaki & Y'hama	Oct. 15.
Sandakan	4 c	Muhle	British str.	1374	Oct. 12	Melchers & Co.		
Sydney	3 c	Aubert	French str.	4232	Oct. 13	Messageries Maritimes		
Taichiow	3 c	Primrose	British str.	862	Oct. 13	Yuen Fat Hong		
Tailee	8 k	Calender	Ger. str.	828	Oct. 5	Shewan, Tomes & Co.	Mauritius	To-day.
Thyra	7 c	Edwardsen	Norw. str.	2150	Oct. 12	Butterfield & Swire	Kobe & San Diego	Oct. 20.
Venus	3 c	Imas	Amer. str.	......	Oct. 12	Brandao & Co.		
Sailing Vessels.								
Challenger	2 k	Gould	Amer. sh.	1420	Sept. 12	Arnhold, Karberg & Co.		
Etha Rickmers	7 h	Benoke	Ger. sh.	1754	Sept. 22	Arnhold, Karberg & Co.		
Josephus	2 k	Gilkey	Amer. sh.	1547	Aug. 30	Standard Oil Co.		
Lothair	2 k	Laranga	Ital. bqe.	759	Oct. 1	Order		
Manuel Llaguno	2 c	Small	Amer. sh.	1649	Oct. 7	Siemssen & Co.		
May Flint	2 c	Banfield	Amer. sh.	3576	Sept. 20	Standard Oil Co.		
Mary L. Cushing	2 k	Pendleton	Amer. sh.	1640	Oct. 1	Order		
Reuce	k w	Whitmore	Amer. sh.	1828	Oct. 4	Standard Oil Co.		
Slio	7 c	Hemmes	Ger. bqe.	1324	Oct. 8	Standard Oil Co.		
St. James	8 k	Tapley	Amer. bqe.	1453	Sept. 29	Order	....	K'loon Dock
Smila	....	Hueates	R. 4-m bk.	2087	Aug. 25	Order		
Stanfield	2 k	Wilson	Brit. bqe.	513	Oct. 8	Master		
State of Maine	2 k	Colcord	Amer. sh.	1500	Oct. 9	Standard Oil Co.		
Waratah	7 c	Haynes	Brit. sch.	52	Sept. 23	F. W. Hall.		

SHARE LIST.—QUOTATIONS.—OCTOBER 14, 1899.

(CORRECTED UP TO 1 P.M.)

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	$125	all	338 % prem. = $547.50, sellers
Bank of China & Japan, Limited preference shares	199,875	£8	£4	£1.0.0
„ ordinary „	1,250	£1	£1	£5.5
„ deferred „		£10	£8	$26½, buyers
National Bank of China, Limited	...			
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$250	$50	$147½, buyers
China Traders' Insurance Co., Ld.	24,000	$83.33	$25	$60, ex div.
North-China Insurance Co., Ld.	5,000	£100	£25	Tls. 200
Straits Insurance Co., Ld.	30,000	$100	$20	$4, sellers
Union Insurance Society, Ld.	10,000	$250	$50	$242, ex div.
Yangtsze Insurance Association, Ld	8,000	$100	$60	$121
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$100	$20	$87½, sellers
Hongkong Fire Insurance Co., Ld.	8,000	$250	$50	$330
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$125	all	515 % prem. = $768.75
STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000	$50	all	$90, sellers
Douglas Steamship Co., Limited	20,000	$50	all	$47½
HK. C. and M. Steamboat Co., Ld.	80,000	$15	$15	$29½, sellers
Indo-China S. N. Company, Limited	60,000	£10	all	$79
China Mutual S. N. Co.	20,000	£10	£10	£10, buyers
			£10	£7 „
Do. (new issue)	20,000	£10	£5	£3.10 „
Star Ferry Company, Ld.	10,000	$10	$7½	$19½
REFINERIES.				
China Sugar Company, Limited	20,000	$100	all	$140
Luzon Sugar Company, Limited	7,000	$100	all	$52, sellers
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$50	all	$92, sellers
Wanchai Warehouse and Storage Company, Limited	2,600	$100	$37½	$45, buyers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$100	$50	$107½, sellers
Kowloon Land and Building Company	6,000	$50	$30	$28, sellers
Humphreys' Estate & Finance Co.	37,000	$10	all	$10, buyers
West Point Building Co., Limited	12,500	$50	$50	$30
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,250	$100	all	$147½, buyers
MINING.				
Jelebu Mining & Trading Co., Ld.	40,000	$5	all	$14½
New Punjom Mining Co., Ld	60,000	$6	all	$10½, sellers
„ „ Preference shares	30,000	$1	all	$1.60, sellers
Great Eastern and Caledonian Gold Mining Co., Ld.	86,000	$5	$5	$2, buyers
Great Eastern & Caledonian preference shares	70,000	$1	$1	60 cents
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	$245, buyers
Queen's Mine, Limited	100,000	25 cents	25 cts.	45 cents
Raub Aust. Gold Mining Co., Ld.	200,000	£1	14/10	$65
Olivers Freehold Mines, Ltd.	A 15,000	$5	$5	$11
	B 45,000	$5	$4½	$6, buyers
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000	$50	all	$125, sellers
DISPENSARIES.				
A. S. Watson & Co., Limited.	60,000	$10	all	$16½
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£10	all	$127
Hongkong Electric Co., Limited	30,000	$10	$10	$13, sellers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	50,000	$10	$10	$29, sellers
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	10,000	£1	£ 15/-	nom.
Campbell, Moore & Co., Limited	1,200	$10	all	$14, buyers
Geo. Fenwick & Co., Limited.	6,000	$25	$25	$42½
Hongkong Bakery Company, Ld.	600	$50	all	$25
Hongkong Dairy Farm Co.	10,000	$7½	$5	$5½
Hongkong Ice Company, Limited	5,000	$25	all	$126, sellers
H'kong Rope Manufactory Co., Ld.	5,000	$50	all	$190, buyers
Hongkong Cotton Spinning Co., Ld.	[illegible]	$100	$100	$60, buyers
Ewo Cotton Spinning and Weaving Co., Ld.	17,500	Tls. 100	Tls 100	Tls. 66
International Cotton Manufacturing Co., Ld.	10,000	Tls. 100	Tls 100	Tls. 75
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls 100	Tls. 77½, sellers
Carmichael & Co., Ld.	2,000	$25	$2[illegible]	$8
Soy Chee Cotton Spinning Co., Ld.	2,000	Tls. 500	Tls 500	Tls. 350
China Provident Loan Mortgage Co., Ld.	50,000	$[illegible]	$10	$9½

* Founder's shares

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1835	Tls. 767,200	Tls. 250	7 % p. annum	10 % prem.

A. G. STOKES, *Sharebroker.*

Mails.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) — THURSDAY, Oct. 19, at Noon.

America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) — TUESDAY, Nov. 14, at Noon.

Hongkong Maru, (via S'hai, N'saki, Kobe, Inland Sea, Yokohama and Honolulu), — SATURDAY, Dec. 9, at Noon.

THE S. S. *NIPPON MARU* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 19th Oct., at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en-route.*

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN, PACIFIC CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 4 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, *Agent.*

Hongkong, September 23, 1899. 3120

THE REVENUE OF CHINA.

A SERIES OF ARTICLES.

Reprinted from 'The China Mail.'

WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the OFFICE OF THIS PAPER, Messrs. LANE, CRAWFORD & Co.'s, Messrs. KELLY & WALSH'S, And MR. W. BREWER'S.

Price, [illegible] Cents.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

* *Onsang* (via N'saki, Kobe and Yhama)	WEDNESDAY, Oct. 25, at Noon.
* *Algoa* (via Moji, Kobe, Yhama and Honolulu) ...	TUESDAY, Nov. 21, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu,	SATURDAY, Dec 16, at Noon.

THE U. S. Chartered S. S. *ONSANG* will be despatched for SAN FRANCISCO and NAGASAKI, KOBE, and YOKOHAMA, on WEDNESDAY, the 25th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

* For Cargo only.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, Oct. 4, 1899. 2104

Occidental and Oriental Steam-ship Co.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Saturday, Nov. 4, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Thursday, Nov. 30, at Noon.
Doric (via Amoy, S'hai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Saturday, Dec., 23, at Noon.

THE Co.'s Steamship *COPTIC* will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 4th Nov., at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, October 10, 1899. 2250

Mails.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD Co.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU, and SAN FRANCISCO, UNITED STATES, MEXICO, The CENTRAL and SOUTH AMERICA, Etc.

S. S. *Thyra* .....3,400 Tons .....On 20th October.

S. S. *Carmarthenshire*...2,929 Tons...About 15th November.

S.S. *Carlisle City*...3,002 Tons.....About 15th December.

THE S. S. *Thyra* will be despatched for SAN DIEGO, *Via* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 20th Inst.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to Sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
HONGKONG, CHINA & JAPAN.

Hongkong, October 7, 1899. 2101

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 21st October, at Noon, the Company's Steamship *LAOS*, Captain SELLIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES *Via* Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 20th October. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, October 7, 1899. 2227

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N. B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Bayern	Wednesday	Nov. 8.
König Albert....	Wednesday	Dec. 13.
Prinz Heinrich	Wednesday	Dec. 27.
Preussen	Wednesday	Jan. 10.
Karlsruhe	Wednesday	Jan. 24.
Sachsen	Wednesday	Feb. 7.
Oldenburg.....	Wednesday	Feb. 21.
Bayern	Wednesday	March 7
Stuttgart ...	Wednesday	March 21.
König Albert ...	Wednesday	April 4.
Weimar.....	Wednesday	April 18.
Prinz Heinrich.	Wednesday	May 2.
Preussen	Wednesday	May 16.
Hamburg	Wednesday	May 30

ON WEDNESDAY, the 8th day of November, 1899, at 9 a.m., the Company's Steamship *BAYERN*, Captain E. PREHN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 6th November. Cargo and Specie will be received on board until 5 p.m. on TUESDAY, the 7th Nov., and Parcels will be received (at the Agency's Office) until Noon on TUESDAY, the 7th Nov. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess.

Linen can be washed on board.

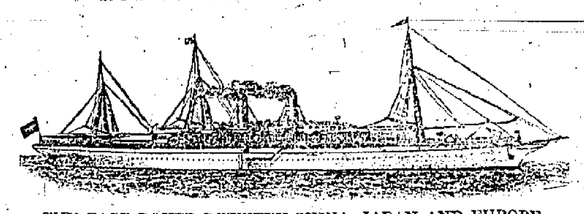
For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, October 13, 1899. 2253

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.
(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(*Subject to Alteration.*)

EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R....WEDNESDAY, 25th Oct./99.
EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 22nd Nov./99.
EMPRESS OF JAPAN...Comdr. G. D. BOWLES, R.N.R WEDNESDAY, 22nd Dec./99.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD, Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,*
PEDDER STREET.

Hongkong, September 27, 1899. 2154

NIPPON YUSEN KAISHA,

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
* *KINSHIU MARU*, W. BRADY,	VICTORIA, B.C., and SEATTLE, U.S.A., Via KOBE & YOKOHAMA.	THURSDAY, 19th Oct., at 4 p.m.
TAMBA MARU, J. W. WALE,	MARSEILLES, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 21st Oct., at Noon.
KASUGA MARU, E. W. HASWELL,	NAGASAKI, KOBE & YOKOHAMA.	SATURDAY, 21st Oct, at 4 p.m.
HAKUAI MARU, M. NISHIMURA,	VLADIVOSTOCK, *Via* SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO and NAGASAKI.	THURSDAY, 26th Oct., at Noon.
YAWATA MARU, A. E. MOSES,	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th Oct., at 4 p.m.
KAWACHI MARU, J. S. THOMPSON,	MARSEILLES, LONDON, and ANTWERP, *Via* SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 3rd Nov., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at No. 7, Praya Central.

A. S. MIHARA, *Manager.*

Hongkong, October 9, 1899. 1987

NORDDEUTSCHER LLOYD (FREIGHT SERVICE). HAMBURG-AMERIKA LINIE. (EAST ASIATIC SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
* S. S. *HEIDELBERG*, Capt. SCHÜDER,	HAVRE and HAMBURG. (L'don with transhipment in H'burg).	About 5th November. Freight. Passage.
S. S. *ANDALUSIA*, Capt. SCHÖNFELDT,	HAVRE and HAMBURG. (London with transhipment in H'burg).	About 15th November. Freight.
* S. S. *SIBIRIA*, Capt. HILDEBRANDT,	HAVRE and HAMBURG. (London with transhipment in H'burg.	About 20th November. Freight & Passage.
S. S. *BAMBERG*, Capt. MAYER,	HAVRE and HAMBURG. (London with transhipment in H'burg).	About 30th November. Freight.

* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & Co., *Agents.*

Hongkong, September 28, 1899. 1378

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.
Via **Shanghai, Inland Sea of Japan, Kobe and Yokohama.**

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH **Northern Pacific Railway Co.**

Steamer.	*Tons*	*Captain.*	*Proposed Sailing.*
City of Dublin	3328	J. R. Rae	Oct. 17
Breconshire...	3567	G. E. Elliott ...	Oct. 28
Queen Alexandra	2832	F. McNair ...	Nov. 18
St. Irene	3877	W. Alfree	Dec. 9

FOR PORTLAND, OREGON, IN CONNECTION WITH **Oregon Railroad & Navigation Co.**

Steamer	*Tons*	*Captain.*	*Proposed Sailing.*
Aberyldie.	3777	J. Murray	Nov. 11
Monkshire..	2874	W. A. Evans	Dec. 23
Aberyldie.	3777	J. Murray	Jan. 27
...	...	.....	.....

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA OR PORTLAND, £28.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYEA and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK £65.10.0.

This rate covers the ocean voyage to Tacoma or Portland and back, Railway from Tacoma or Portland to Cinnabar and return, Sleeping and Dining Car accommodation Tacoma or Portland to Livingston and return, and Stage Coach transportation Cinnabar to: Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, October 14, 1899. 1851

HONGKONG MARKET PRICES.

Corrected to Friday, Oct. 13, 1899.
At 1,020 Cash per Dollar Mexican.

		Price. Highest. Cash.	Lowest. Cash.	Chinese Names.
Butter Meat.				**肉食**
Bacon, English, ...	lb.	—	—	來路烟猪肉
,, Amoy Sugar cured	,,	340	330	花旗烟猪肉
,, Foochow, ...	,,	—	—	福州烟猪肉
,, Japan, cured ...	,,	—	—	日本烟猪肉
Beef sirloin & prime cut	,,	130	120	尾龍扒
,, Corned,... ...	,,	150	140	鹹牛肉
,, Roast, ...	,,	130	120	燒牛肉
,, Soup, ...	,,	100	90	湯肉
,, Steak, ...	,,	130	120	牛肉耙
,, Sausages, ...	,,	150	140	牛肉腸
Smoked Tongue, Shanghai,	each	350	340	烟牛脷
Bullock's Brains, ...	per set	60	60	牛腦
,, Tongue fresh,	each	400	350	牛脷
,, ,, corned	,,	450	400	鹹牛脷
,, Head, ...	,,	600	550	牛頭
,, Heart, ...	lb.	80	60	牛心
,, Hump, Salt	,,	150	140	牛肩
,, Feet, ...	each	60	50	牛脚
,, Kidneys, ...	,,	60	50	牛腰
,, Tail, ...	,,	140	130	牛尾
,, Liver, ...	lb.	80	70	牛肝
,, Tripe (undressed)	,,	50	40	牛肚
Calves' Head and Feet,	set	500	450	牛仔頭脚
Hams, American, ...	lb.	380	370	花旗火腿
,, Chinese, ...	,,	250	240	金華火腿
,, English, New....	,,	480	470	來路火腿
,, Japan cured, ...	,,	—	—	日本火腿
,, Shanghai, ...	,,	260	250	上海火腿
Mutton Chop, ...	,,	250	240	羊牌骨
,, Leg, ...	,,	250	240	羊脚
,, Shoulder, ...	,,	200	190	羊手
Pigs' Chitlings ...	,,	70	60	猪臟
,, Feet, ...	,,	110	100	猪脚
,, Fry, ...	,,	130	120	猪雜
,, Head, ...	,,	140	130	猪頭
,, Heart, ...	,,	60	90	猪心
,, Kidneys, ...	pair	120	100	猪腰
,, Liver, ...	lb.	160	150	猪肝
Pork, Chop, ...	,,	190	180	猪牌骨
,, Corned, ...	,,	250	240	鹹猪肉
,, Leg, ...	,,	250	240	猪比
,, Fat or Lard, ...	,,	160	150	猪油
Sheeps' Head and Feet,	set	500	450	羊頭脚
,, Heart, ...	each	60	50	羊心
,, Kidneys, ...	,,	100	90	羊腰
,, Liver, ...	lb.	200	190	羊肝
Sucking Pigs,	To Order catty	350	300	猪仔
Suet, Beef, ...	lb.	140	130	生牛油
,, Mutton, ...	,,	140	130	生羊油
Veal, ...	,,	150	140	牛仔肉
,, Sausages, ...	,,	250	—	牛仔肉腸
Poultry.				**生口**
Chicken, ...	catty	220	210	鷄仔
Capons, ...	,,	250	240	鐵鷄
Ducks,...	,,	210	200	鴨
Doves,...	each	—	—	班鳩
Eggs, Hen	doz.	150	140	鷄蛋
,, Duck, ...	,,	150	140	鴨蛋
Fowls, Canton, ...	catty	290	280	鷄
,, Hainan, ...	,,	220	210	海南鷄
Geese, ...	,,	280	270	鵝
Hares,...	each	—	—	兎仔
Musk Deer, ...	,,	—	—	黃臍
Pigeons, ...	,,	130	120	白鴿
Partridges, ...	each	500	450	鷓鴣
Pheasant, ...	brace	—	—	上海山鷄
Quail, ...	each	150	140	鵪鶉
Rice Birds, ...	dozen	300	250	禾花雀
Snipe, ...	each	150	100	沙錐
Turkeys, Cock, ...	catty	750	700	火鷄公
,, Hen, ...	,,	450	400	火鷄嫂
Wild Ducks, ...	pair	—	—	上海水鴨
Fish.				**海鮮**
Barbel, ...	catty	130	120	加魚
Bream, ...	,,	130	120	鯿魚
Bombay Ducks, ...	pieces	300	290	孟米魚
Canton Fresh Water Fish,	catty	—	—	海鮮魚
Carp, ...	,,	120	110	鯉魚
Catfish, ...	,,	70	60	赤魚
Codfish, ...	,,	80	70	鹹鯨魚
Crabs,...	,,	150	140	蟹
Cuttle Fish, ...	,,	60	50	鼈魚
Dab, ...	,,	70	60	沙孟魚
Dace, ...	,,	90	80	黃尾鱭
Dog Fish	,,	50	40	跌倒沙
Eels, Congor,... ...	,,	90	80	海鰻
,, Fresh water, ...	,,	140	130	淡水鱔
Eels, Yellow,... ...	,,	140	130	黃鱔
Fresh Fish, Large, ...	,,	140	130	鮮魚
Frogs,...	,,	320	300	田鷄
Garoupa, ...	,,	320	310	石班
Gudgeon, ...	,,	120	110	白蛤魚
Herrings, ...	,,	170	160	曹白
Halibut, ...	,,	170	160	將軍甲
Labrus, ...	,,	110	100	黃花魚
Loach,...	,,	130	120	烏魚
Lobsters, ...	,,	200	190	龍蝦
Mackerel, ...	,,	200	190	鯖魚
Monk Fish, ...	,,	250	230	苦魚
Mullet, ...	,,	130	120	鯔魚
Oysters, ...	,,	170	160	生蠔
Parrotfish, ...	,,	130	120	鸚魚公
Perch,...	,,	130	120	鯽頭
Pike, ...	catty	110	100	花破鯇
Plaice,...	,,	200	180	班魚
Pomfret, Black, ...	,,	150	140	黑鯧
Pomfret, White, ...	,,	290	280	白鯧
Prawns, ...	,,	260	250	明蝦
Ray, ...	,,	70	60	琵琶沙
Rock Fish, ...	,,	140	130	石狗公
Roach, ...	,,	150	140	鱭魚
Salmon, (C'ton), fresh water	,,	110	100	馬友魚
Shark,...	,,	70	60	鯊魚
Salt Fish, ...	,,	170	160	鹹魚
Skate, ...	,,	100	90	鱝魚
Shrimps, ...	,,	100	90	蝦
Snapper, ...	,,	180	170	立魚
Soles, ...	,,	180	170	撻沙魚
Touch,...	,,	210	200	鯰魚
Turbot, ...	,,	150	140	左口魚
Turtles, small, fresh water,	,,	350	300	脚魚
White Bait, ...	,,	130	120	銀魚仔
Fruits.				**菓子**
Apples, (California),...	catty	200	150	金山平菓
,, (Tientsin), ...	,,	—	—	天津平菓
,, (Japan), ...	,,	—	—	日本平菓
Bananas, fragrant, ...	,,	30	20	省城香蕉
,, (brides), ...	,,	30	20	山香蕉
Chestnuts, Chinese, ...	,,	100	90	風栗
Carambola, ...	,,	100	80-40	楊桃
Cocoanuts, ...	each	70	60	椰子
Grapes, ...	catty	300	250	鮮提子
Ground Nuts, ...	,,	100	90	花生
Lemons, China, ...	,,	60	50	檸檬
Lichees, Dried, ...	catty	250	200	荔枝乾
Lichees, Fresh, ...	,,	—	—	荔枝
Limes, (Saigon). ...	,,	—	—	西貢檸檬
Mangosteen, ...	per	—	—	山竹子
Oranges, Sweet, ...	catty	60	50	新會甜橙
Olives,...	,,	150	120	白欖
Pears, (American), ...	,,	—	—	金山雪梨
,, (Canton), Cooking,	,,	60	50	沙梨
,, (Shanghai), ...	,,	100	90	上海梨
Pine-apples, ...	each	100	90	本地波蘿
Plums, Namwah, ...	,,	—	—	南華李
,, Red, ...	,,	—	—	紅李
Pumelo, Siam, ...	each	80	60	暹邏柚
,, Canton, ...	,,	—	—	省城碌柚
Walnuts, ...	,,	120	100	合桃
,, Fresh, ...	,,	—	—	鮮合桃
Water Chesnuts, com.	,,	—	—	馬蹄
,, Mandarin,	,,	80	70	桂林馬蹄
Water-Melon, Canton,	,,	—	—	省城西瓜
,, Shanghai,	,,	—	—	上海西瓜
Wong Pi, ...	,,	—	—	黃皮
Vegetables, &c.				**菜蔬**
Artichokes, Shanghai,	catty	70	60	上海了治竹
Beans, (French), Macao,	,,	100	90	佛蘭西邊荳
,, Sprout, ...	,,	20	10	芽菜
,, Long, ...	,,	80	70	荳角
Beet Root, ...	,,	40	30	紅菜頭
Brinjals, Green, ...	,,	—	—	青元茄
,, Red, ...	,,	40	30	紅茄
Brassica, ...	,,	30	20	白菜
Bamboo Shoots, ...	,,	80	70	竹筍
Cabbage, Chinese, com.	,,	40	30	芥菜
Cabbage, (Shanghai).	each	180	150	椰菜
Cauliflower, ...	,,	—	—	椰菜花
Carrots, ...	catty	60	50	金筍
Celery, Chinese, ...	,,	200	180	唐芹菜
,, English, ...	,,	—	—	洋芹菜
Chilies Dried,... ...	,,	200	180	乾辣椒
,, Red, ...	,,	80	70	紅花椒
,, Green, ...	,,	70	60	青辣椒
Curry Stuff, English,	,,	50	40	加厘材料
Cucumbers, ...	,,	40	30	青瓜
Bitter Squash, ...	,,	—	—	苦瓜
Garlic,...	,,	50	40	蒜頭
Ginger, young, ...	,,	60	50	新子薑
,, old,... ...	,,	50	40	老薑
Horse Radish, S'hai...	,,	550	500	力根
Indian Corn, ...	piece	—	—	粟米
Lettuce, ...	each	20	10	洋生菜
Mushrooms, Fresh, ...	catty	—	—	生草菇
Onions, Bombay, ...	,,	80	70	洋葱頭
,, Green, ...	,,	30	20	生葱
,, Shanghai, ...	,,	60	50	上海葱頭
,, Japan, ...	,,	50	40	日本葱頭
Okroes, ...	,,	70	60	毛茄
Parsley, English, ...	bundle	20	10	洋芫茜
Potatoes, Sweet, ...	catty	30	20	番薯
,, Shanghai, ...	,,	30	20	上海薯仔
,, Japan, ...	,,	30	20	日本薯仔
,, American,...	,,	—	—	花旗薯仔
,, Foochow, ...	,,	—	—	福州薯仔
,, Macao, ...	,,	50	40	澳門薯仔
Pumpkin, ...	,,	20	10	冬瓜
Radish, ...	dozen	20	10	紅蘿蔔仔
Rice, best quality, per picul,	$5.20	—		上白米
,, common ,, ,,	$4.20	—		中白米
Shalots, ...	catty	160	150	乾葱頭
Spinage, (Chinese)	,,	—	—	波菜
Spinach, ...	,,	30	20	莧菜
Snake Gourd, ...	,,	—	—	絲瓜
Tomatoes, ...	,,	70	60	番茄
Taros, ...	,,	30	20	芋頭
Turnips, Punti, (Long),	,,	30	20	蘿蔔
Vegetable Marrow, ...	,,	40	30	節瓜
Watern Cresses, ...	,,	90	80	西洋菜
Yams, ...	,,	40	30	大薯

JOHN THOMAS COTTON
Inspector of Markets.

Intimations.

LEA AND PERRINS'

OBSERVE THAT THE SIGNATURE

Lea & Perrins

IS NOW PRINTED IN BLUE INK DIAGONALLY ACROSS THE OUTSIDE WRAPPER of every Bottle of the

ORIGINAL WORCESTERSHIRE

SAUCE.

Sold Wholesale by the Proprietors, Worcester; Crosse & Blackwell, Ltd., London; and Export Oilmen generally.

RETAIL EVERYWHERE.

E10

"BOS" SCOTCH WHISKY.

MATURED IN SHERRY CASKS.

A Luxury in Pure Scotch Whiskies

The word "BOS" is the Name, Brand, and Registered Trade Mark of this matchless Old Scotch Whisky.

* * *

GOLD CAPSULE.

**

BLUE CAPSULE.

*

GREEN CAPSULE.



"BOS" is sold in square white bottles, labled and capsuled, the quality being notified by a small label on each bottle.

The proprietors are skilled blenders of Scotch Whiskies, but in all the experience of their Firm, extending nearly over the present century, they have never been able to accomplish anything so fully complying with the most exacting tests as is now presented in these special blends of "BOS."

Correspondence Invited from Firms who desire to handle our Whiskies.

PEASE, SON & CO., Leith, SCOTLAND.

English Addresses—LONDON and DARLINGTON, Durham.

Agents—ARNHOLD KARBERG & CO., HONG KONG, CANTON, SHANGHAI, AND HANKOW.

E2

HEALTH FOR ALL!!!

HOLLOWAY'S PILLS & OINTMENT

THE PILLS

Purify the Blood, correct all Disorders of the

LIVER, STOMACH, KIDNEYS AND BOWELS.

They invigorate and restore to health Debilitated Constitutions, and are invaluable in all Complaints incidental to Females of all ages. For Children and the aged they are priceless.

THE OINTMENT

Is an infallible remedy for Bad Legs, Bad Breasts, Old Wounds, Sores and Ulcers. It is famous for Gout and Rheumatism. For disorders of the Chest it has no equal.

FOR SORE THROATS, BRONCHITIS, COUGHS, COLDS, Glandular Swellings, and all Skin Diseases it has no rival; and for contracted and stiff joints it acts like a charm.

Manufactured only at Professor HOLLOWAY'S Establishment,

78, NEW OXFORD STREET (late 533, OXFORD STREET), LONDON,

and are sold at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., 22s., and 33s. each Box or Pot, and may be had of all Medicine Vendors throughout the World.

☞ Purchasers should look to the Label on the Boxes and Pots. If the address is not 533, Oxford Street, London, they are spurious.

E1

"HARLENE" FOR THE HAIR

THE VERY FINEST DRESSING.

SPECIALLY PREPARED AND DELICATELY PERFUMED.

RESTORES THE HAIR.

PROMOTES THE GROWTH.

ARRESTS THE FALL.

STRENGTHENS THE ROOTS.

REMOVES DANDRUFF.

ALLAYS ALL IRRITATION.

Full description and directions for use in 20 languages supplied with every bottle.

1s., 2s. 6d., and (3 times 2s. 6d. size) 4s. 6d. per Bottle, from Druggists, etc., all over the world.

EDWARDS' HARLENE CO., 95 & 96, HIGH HOLBORN, LONDON, ENG.

E1

PURE.—NOURISHING.

ESBENSEN'S BUTTER

In TINS with PATENT OPENERS.

ESBENSEN'S PURE BUTTER

To be obtained at all Stores.

☞ DO NOT BE PUT OFF WITH ANY OTHER.

E18

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883-84, open to all Countries

REGISTERED DR LALOR'S TRADE MARK.

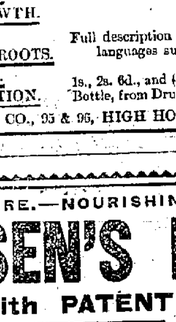
PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its world-wide reputation as the Best and only safe reliable Phosphoric Cure for BRAIN WRECKAGE, PARALYSIS, SLEEPLESSNESS, Dyspepsia, Nerve, Kidney and Liver Complaints, Harassing Dreams, Premature Decay of Vital Power, General Debility, all Blood Disorders, and all Functional and Diseased Conditions of the System, caused by the deficiency of the Vital Forces.

The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred Evils is immediate and permanent, all the Miserable Feelings and Distressing Symptoms disappearing with a rapidity that is really marvellous.

Directions for Self-Treatment of the above diseases with each Bottle.



Its energizing effects are shewn from the first day of its administration by a Remarkable Increase of Nerve and Intellectual Power, with a feeling of Courage, Strength, and Comfort. Digestion is Invigorated. The Appetite increases wonderfully. Sleep becomes calm and refreshing. The Face becomes fuller, the Lips red, the Eyes brighter, and Skin clear and healthy.

Beware of vile imitations!—None genuine without the British Government Stamp with "Dr. Lalor's Phosphodyne, London, England," engraved thereon, by order of her Majesty's Honourable Commissioners.

Thousands of unimpeachable testimonials from all parts of the World, and from the highest Medical Authorities. No other Phosphoric Preparation has received such distinguished recognition.

HEALTH, STRENGTH & ENERGY.

Sold in Bottles at 4s. 6d. and 11s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPSTEAD LONDON, ENGLAND.

Agents in Hongkong:—A. S. WATSON & Co.

E3

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$11,000,000.
RESERVE LIABILITY OF PROPRIETORS ..... $10,000,000.

COURT OF DIRECTORS:—
R. M. GRAY, ESQ.—Chairman.
N. A. SIEBS, ESQ.—Deputy Chairman.
E. Goetz, Esq. | Alex. MacConachie, Esq.
Armin Haupt, Esq. | A. J. Raymond, Esq.
R. H. Hill, Esq. | P. Sachse, Esq.
Hon. J. J. Keswick. | E. Shellim, Esq.
R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—Sir T. JACKSON.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months 2½ per cent per annum.
„ 6 „ 3½ „ „
„ 12 „ 4 „ „

T. JACKSON,
Chief Manager.

Hongkong, August 19, 1899. 363

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1895. 1517

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, ... Tls. 5,000,000
PAID-UP CAPITAL, ... „ 2,500,000

HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES.

CANTON, HANKOW,
CHEFOO, PEKING,
CHINKIANG, SWATOW,
FOOCHOW, TIENTSIN.

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balances.

On Fixed Deposits for 3 Months ... 3%
„ „ 6 „ ... 4%
„ „ 12 „ ... 5%

E. W. RUTTER,
Acting Manager.

Hongkong, October 15, 1899. 1970

THE YOKOHAMA SPECIE BANK, LIMITED,

ESTABLISHED 1880.

CAPITAL (SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... ... „ 12,000,000
CAPITAL UNCALLED ... ... „ 12,000,000
RESERVE FUND ... ... „ 7,500,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

TOKIO. KOBE. NAGASAKI.
LONDON. LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU. BOMBAY.
SHANGHAI. TIENTSIN.

LONDON BANKERS:
The London Joint Stock Bank, Limited,
Parr's Bank, Limited,
The Union Bank of London, Limited.

HONGKONG AGENCY—Interest allowed.

On Current Account at the Rate of 2% per annum on the daily balance.

On fixed deposits for 12 months, 5% per annum.

On fixed deposits for 6 months, 4% per annum.

On fixed deposits for 3 months, 3% per annum.

S. CHOH, *Agent.*

Hongkong, October 4, 1899. 589

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 4 %
„ „ „ 6 „ 3½ %
„ „ „ 3 „ 2½ %

T. H. WHITEHEAD,
Manager.

Hongkong, May 20, 1899. 816

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
SUBSCRIBED £1,125,000
PAID UP.....£ 562,500
RESERVE FUND.....£ 20,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months ..... 4 %
„ 6 „ ..... 3½ %
„ 3 „ ..... 2½ %

J. THURBURN,
Manager, Hongkong.

Hongkong, April 29, 1899. 2340

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
PAID UP CAPITAL, ...£ 324,374.

HEAD OFFICE—HONGKONG.

Board of Directors:
CHAN KIT SHAN, Esq. D. GILLIES, Esq.
CHOW TUNG SHANG, Esq. | KWAN HOI CHUEN, Esq.
J. T. LAUTS, Esq.

Chief Manager:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ... ... 5%.
Hongkong, May 30, 1899. 171

Insurances.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1898, £13,959,969.

Authorised Capital £3,000,000.0.0
Subscribed Capital £2,750,000.0.0
Paid-up Capital ....£ 687,500.0.0
Fire Funds £2,765,459.7.11

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, June 28, 1899. 1537

?

WHY

Are Policies of the Equitable Life Assurance Society of the United States to be preferred to those of any other company?

BECAUSE U.S. Equitable Policies are to the intending assurers what Consols are to the investor.

BECAUSE the Equitable, U.S., is the strongest life company in the world, having over **11 Millions sterling of Surplus,** and

BECAUSE Surplus not only means financial strength, but is also the fund from which dividends to policyholders are paid.

BECAUSE Dividends to policyholders must be earned before they can be paid, and during the last ten years the U.S. Equitable's Surplus Earnings have been larger than those of any other Company.

BECAUSE during the past five years the U.S. Equitable has paid each year more than **£400,000 in dividends to policyholders.** *No other* company can point to such a record.

BECAUSE the policies of the Equitable, U.S., are paid more promptly than those of *any other* company.

AND THEREFORE BECAUSE a man assuring in the Equitable of the United States, secures a contract backed by the Company which is the strongest in the world; which earns greater profits; and which pays its Policies more promptly than *any* other Company.

BRANCH OFFICE FOR HONGKONG,
No. 9 Praya Central.

1960

THE IMPERIAL MARINE INSURANCE Co., LTD., TOKYO.

THE Undersigned are prepared to accept MARINE RISKS at CURRENT RATES.

GEO. R. STEVENS & Co.,
Agents.

Hongkong, January 5, 1899. 45

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £3,254,023.
TOTAL ANNUAL INCOME, £923,208.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING & Co.,
Praya Central.

1142

QUEEN INSURANCE COMPANY.

(NOW MERGED IN THE ROYAL INSURANCE COMPANY.)

THE Undersigned having been appointed Agents for the above Company, are prepared to accept FIRE RISKS at CURRENT RATES.

E. D. SASSOON AND CO.,
Agents.

Hongkong, October 10, 1899. 2249

THE STANDARD LIFE ASSURANCE COMPANY

Has long taken the lead in SIMPLIFYING the CONDITIONS and LIBERALISING the CONTRACT of LIFE ASSURANCE, thereby given greatly Increased Security to the Holders of the Company's Policies.

For full Particulars and Rates, Apply to

DODWELL & CO., LD.,
Agents.

Hongkong, January 2, 1899. 3-83

Kinghorn & Macdonald,

Consulting Mechanical Engineers and Surveyors,

CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.

ICE MAKING.

MESSRS. KINGHORN AND MACDONALD having been appointed SOLE AGENTS for Messrs. J. and E. HALL'S PATENT REFRIGERATING MACHINERY, are prepared to supply Estimates, Plans and Specifications for all sizes of Machines.

Address, Praya Central, under Hongkong Hotel.

Telephone, No. 143.

Telegrams; "KINGHORN, Hongkong."

A. B. C. & A1 Codes used.

JOHN W. KINGHORN,
M.I.M.E., M.I.Mech.-E., London.
DONALD MACDONALD.

Hongkong, May 23, 1898. 1063

Intimations.

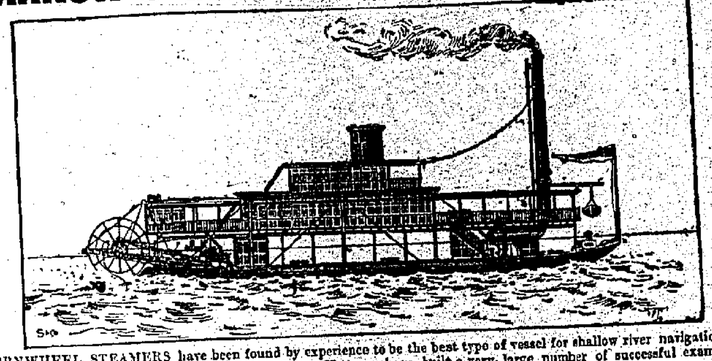
Agents for LEA & PERRINS' WORCESTERSHIRE SAUCE.

CROSSE & BLACKWELL'S LTD.

By Special Warrant Purveyors to The Queen AND Empress of India.

CELEBRATED OILMAN'S STORES.

YARROW'S SHALLOW DRAFT STEAMERS.



STERNWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under many conditions of working, and of these Messrs. YARROW have built a very large number of successful examples for all parts of the world.

Vessels on this system are constructed when required, to draw as little as 10 inches.

The construction of shallow river vessels propelled on various systems has been made the speciality of Messrs. YARROW & Co., LTD.

For particulars apply to
YARROW & CO., LTD., Shipbuilders,
POPLAR, LONDON.

E9

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
	despatch-vessel	1700	10	3000	Comdr. A. H. Smith-Dorrien	Hakodate
Alacrity	sloop	1050	6	1400	Commander E. J. W. Slade	Nagasaki
Algerine	armoured cruiser, 1st class	5600	12	8500	Captain E. H. Bayly	Hakodate
Aurora	battleship, 1st class	10,500	14	13,000	Hon. S. C. J. Colville, C.B.	Weihaiwei
Barfleur†	cruiser, 2nd class	4360	10	9000	Capt. R. A. J. Montgomerie, C.B.	Hongkong
Bonaventure	cruiser, 3rd class	1770	6	3500	Com. R. B. S. Wray	Shanghai
Brisk	battleship, 1st class	10,500	14	13,000	Captain J. R. Jellicoe	Weihaiwei
Centurion*	sloop	1140	8	2000	Comd. C. W. Winnington-Ingram	Nagasaki
Daphne	cruiser, 1st class	7350	12	10,000	Capt. G. A. Callaghan	Manila
Endymion	g-bt. 3rd class coast defence	363	3	200	Lt.-Com. C. Chadwick	Shanghai
Esk	torpedo boat destroyer	360	6	5700	Lieut.-Com. R. J. Keyes	Weihaiwei
Fame	gunboat, 2nd class	465	2	360	——	Hongkong
Firebrand	torpedo boat destroyer	275	6	4000	——	Hongkong
Handy	torpedo boat destroyer	275	6	4000	——	Hongkong
Hart	cruiser, 2nd class	4360	10	9000	Capt. R. S. D. Cumming	Hongkong
Hermione	storeship	1640	—	1640	——	Weihaiwei
Humber	cruiser, 2nd class	3600	8	9000	Capt. H. N. Dudding	Weihaiwei
Iphigenia	gun-vessel, 2nd class	756	2	870	Com. Wm. W. Smythe	Yokohama
Linnet	armoured cruiser, 1st class	5600	12	8500	Captain J. H. T. Burke	Manila
Orlando	gunboat, 1st class	755	6	1200	Lieut.-Com. J. G. Armstrong	Singapore
Peacock	sloop	1050	6	1400	Capt. R. P. Cochran	Hankow
Phœnix	gunboat, 1st class	755	6	1200	Lieut.-Com. J. F. Green	Weihaiwei
Pigmy	gunboat, 1st class	755	6	1200	Lt.-Com. C. V. de M. Cowper	Singapore
Plover	gunboat, 1st class	710	6	1200	Lt.-Com. Hon. G. A. Hardinge	Singapore
Rattler	gunboat	805	6	720	Lt.-Com. F. F. Haworth Booth	West River
Redpole	river gunboat	85	2	240	Lieut.-Comdr. H. C. Carr	Hongkong
Sandpiper	gun-vessel, 2nd class	756	2	870	——	Hongkong
Swift	receiving ship	4050	—	—	Commodore Francis Powell	West River
Tamar	g-bt. 3rd class coast defence	363	2	200	Lt.-Com. H. E. Hillman	Manila
Tweed	armoured cruiser, 1st class	5600	12	8500	Capt. A. C. Clarke	Weihaiwei
Undaunted	battleship, 1st class	14,900	16	12,000	Capt. A. Schomberg	Fu-ning
Victorious	Surveying ship	320	—	450	Comdr. W. P. Dawson	Hakodate
Waterwitch	torpedo boat destroyer	360	6	5900	Lieut.-Com. E. Kelly	Hongkong
Whiting	coastdefenceship,armoured	2750	4	1000	Comdr. H. J. Davison	Yangtse River
Wivern	river gunboat	150	2	550	Lieut.-Com. H. D. S. Watson	Yangtse River
Woodcock	river gunboat	150	2	550	Lieut.-Comdr. Barton	——
Woodlark						

* Flagship of Vice-Admiral Sir E. H. Seymour, K.C.B. † Flagship of Rear-Admiral C. S. P. Fitzgerald.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at
Kaiserin Elizabeth	Austrian cruiser	4000	23	—	Capt. Julius Beck von Wellstaedt	Shanghai
Presidente Sarmento	Argentine training vessel	2850	—	—	Captain Betbeder	Nagasaki
Aspic	French gunboat	475	3	450	Commander Journe	Saigon
D'Entrecasteaux	French flagship		—	—	Captain de Maroll	Saigon
Descartes	French cruiser	4000	14	8500	Capt. Philibert	Foochow
Eclaireur	French cruiser	1658	8	2050	Capt. Texier	Taku
Jean Bart	French cruiser	4500	—	—	Capt. Aubin	Nagasaki
Kersaint	French gunboat	1250	6	2200	Capt. de la Motte du Portail	Saigon
Léon	French gunboat	470	—	—	Capt. Amet	Shanghai
Pascal	French cruiser	3958	14	8500	Captain Motet	Hongkong
Surprise	French gunboat	629	2	900	Captain de Plessiz	Saigon
Vauban	French cruiser	—	—	—	Captain Blondel	Kwongchauwan
Deutschland	German ironclad	8000	—	8000	Captain Moller	Yokohama
Gefion	German cruiser	4109	10	9000	Captain Rollmann	Shanghai
Iltis	German gunboat		10	—	Commander W. Laris	Shanghai
Irene	German cruiser	4200	8	2930	Commander Obenheimer	Foochow
Kaiserin Augusta	German cruiser	6331	20	14,000	Captain Koellner	Nagasaki
Moove	German gunboat	800	—	—	Capt. Merton	——
Elba	Italian cruiser	2732	12	6500	Capt. Ceccani	Shanghai
Etna	Italian cruiser	3530	10	6988	Capt. Giovanni Gi-rello	Shanghai
Piemonte	Italian cruiser	2639	15	12,200	——	Shanghai
Stromboli	Italian cruiser	3898	12	6131	Captain Constantino	——
Africa	Portuguese transport	1400	—	—	Capt. Vasco Carvalho	Macao
Liberal	Portuguese gunboat	400	3	400	Comdr. Cunha Lima	Hongkong
Admiral Kornieloff	Russian cruiser	5500	16	9000	Captain Yako'eff	Nagasaki
Alcout	Russian gunboat	810	2	730	Captain Parenego	Vladivostock
Bobre	Russian sloop	950	2	1150	Captain Boismah	Nagasaki
Dimitry Donskoy	Russian cruiser	6000	16	7000	Capt. Serebrenniff	Vladivostock
Gaidamak	Russian gunboat	500	3	3500	——	——
Greminstchy	Russian gunboat	1490	2	2000	Capt. Miklashevsky	Nagasaki
Korectz	Russian sloop	1200	6	2150	Captain Silluan	Nagasaki
Mundshur	Russian sloop	1200	3	1400	Commander Kaghaloff	Chemulpo
Navarin	Russian 2nd class battleship	10,000	4	—	Captain Feniche	Nagasaki
Otvajny	Russian gunboat	1490	2	2000	Captain Copranoff	Nagasaki
Pamiat Azova	Russian cruiser	6000	15	8000	Captain Niedermilles	Vladivostock
Rossia	Russian flagship	12,200	28	—	Captain Domojiroff	Vladivostock
Rurik	Russian gunboat	19,923	20	13,250	Comdr. Haupt	Nagasaki
Silatch	Russian gunboat	950	2	1125	Captain Barranoff	Port Arthur
Sissoi Veliky	Russian 2nd class battleship	10,000	14	8500	Captain Mollas	Port Arthur
Sivootch	Russian gunboat	950	2	1120	Captain Soubatin	Nagasaki
Vladimir Monomach	Russian armoured cruiser	6000	16	7000	Captain Prince Gue'tomsky	Nagasaki
Vsadnik	Russian gunboat	500	11	3500	Capt. Rogulia	——
Zabijaka	Russian cruiser	1230	6	1194	Commander Komaroff	Vladivostock
Baltimore	U. S. cruiser	4413	10	10,064	Captain J. M. Forsythe	Manila
Bennington	U. S. gunboat	1710	6	3436	Commander E. D. Taussig	Manila
Callao	U. S. gunboat	137	1	425	Lieut. Benjamin Tappan	Manila
Castine	U. S. gunboat	1177	3	2196	Commander S. W. Very	Manila
Charleston	U. S. gunboat	3730	3	6680	Captain E. W. Pigman	Manila
Concord	U. S. cruiser	1700	6	3405	Lieut.-Com. J. B. Briggs	Manila
Helena	U. S. gunboat	1397	8	1988	Captain E. K. Moore	Manila
Manila	U. S. gunboat	1057	2	750	Lieut.-Com. A. P. Nazro	Manila
Monadnock	U. S. gunboat	3990	6	3009	Commander J. McGowan	Manila
Monocacy	U. S. monitor	1370	6	850	Comdr. C. A. Bicknell	Shanghai
Monterey	U. S. gunboat	4084	4	5244	Comdr. E. H. C. Leutze	Manila
Oregon	U. S. monitor	10,288	10	11,411	Captain G. F. F. Wilde	Hongkong
Petrel	U. S. 1st class battle ship	893	4	1095	Commander C. C. Cornwell	Manila
Princeton	U. S. gunboat	1000	6	800	Commander Harry Knox	Manila
Wheeling	U. S. gunboat	1000	6	1081	Commander W. T. Burwell	Manila
Yorktown	U. S. gunboat	1000	6	1801	Commander C. S. Sperry	Iloilo
Yosemite	U. S. cruiser	6172	10	8300	Captain G. E. Ide	Guam

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